M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 155-156		Press Mis.
Dated		

Not to be folded or roughly handled

No. 155. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 25th September 1872, No. 508:—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 3rd September 1872, No. 639.

In continuation of the Chief Engineer's letter, No. 404, dated the 27th ultimo, a copy of which was forwarded to you on the 28th idem, I have the honour to report, for the information of Government, that I learn from the Traffic Manager that the pointsman through whose carelessness the accident occurred has been dismissed the service.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 27th August 1872, No. 404.

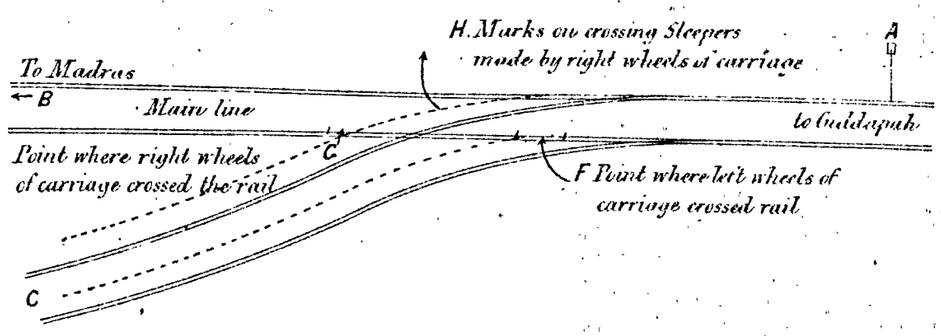
I forward herewith copy of a letter from Mr. Smith (No. 1,183 of 22nd instant) reporting that a third-class carriage attached to the 7-45 A. M. train from Cuddapah got off the line at Rajampett on the 21st instant.

2. There can be no doubt that the accident was caused by the pointsman having let the switches slip.

From the Resident Engineer, to the Deputy Chief Engineer, dated Arconum, 22nd August 1872, No. 1,183.

I regret to have to report an accident to the 7-45 A. M. from Cuddapah of yesterday, when a third-class carriage left the rails.

2. I have been to the spot making an investigation. As the 7-45 A. M. came in to Rajampett yesterday the semaphore kept at danger showing there was a waggon to be taken on. The driver drew up his train clear of the good-shed points, then unhooked and took on the waggon. The train was again coupled and started, after going some fifty yards it was found that a third-class carriage was off the line.



3. The sketch will show how the accident occurred. At F there are marks on the rail made by flanges of the carriage wheel. At G other marks of same nature. F is about 60 feet from the points, G about 10 feet beyond the crossing. There are dents in the crossing sleepers made by the wheels. The path of the carriage is shown in red.

Proceedings of the Madras Government, Public Works Department, 10th October 1872.

4. The engine and front part of the train went along A C. The third-class carriage along A B, and the two last carriages along A C, when the third-class carriage arrived at F the pull of the coupling must have dragged it off the line A B on to the ballast.

5. The pointsman, I should say, let the switch slip back for some seconds, then pressed again, so that the two last carriages were on the same line as the front of the train.

6. Damage done to the line is thirteen tie-bars bent. The permanent-way was, and is, now in good order.

To the Consulting Engineer for Railways for information.

28*th August* 1872.

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

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 156. ORDER THEREON, 10th October 1872, No. 2,377.

RAILWAY, No. 20. ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Madras Railway Company
Chief Engineer's Office
Madras 27th August 1872

№ 4044.

The Agent and Manager,

Dear Sir,

I forward herewith copy of a letter from Mr Smith (№ 1183 of 22 instant), reporting that a third class Carriage attached to the 7.45 Am train from Cuddapah got off the line at Rajampett on the 21 instant.

2. There can be no doubt that the accident was caused by the pointsman having let the Switches slip.

Yours faithfully,
(Sd) Francis B. Hannay
for Chief Engineer

Madras Railway Company
1st Division S.M. Line Engr's Office
Arconum Augt 22, 1872

№ 1183.

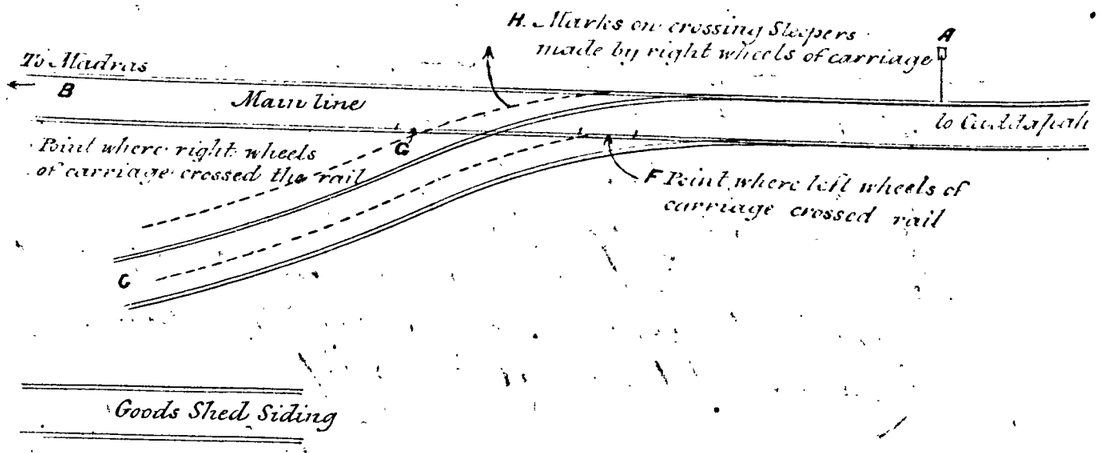
The Deputy Chief Engineer,

My dear Sir,

I regret to have to report an accident to the 7.45 Am. from Cuddapah of yesterday, when a Third Class Carriage left the rails.

I have been to the spot making an investigation. At the 7.45 Am. came into Rajampett yesterday the Semaphore kept at danger showed there was a waggon to be taken on. The Driver drew up his train clear of the Goodshed points, then unhooked and

took on the waggon. The train was again coupled, and started after going some fifty yards, it was found that the third class Carriage was off the line.



The sketch will show how the accident occurred. At F. there are marks on the rail made by flanges of the carriage wheels. At G. other marks of same nature. F. is about 60 feet from the points G. about 10 feet beyond the crossing. There were dents in the crossing sleepers made by the wheels. The path of the carriage is shown in red.

The Engine and front part of the train went along A.C. The third class Carriage along A. B. and the two last Carriages along A.C. When the 3rd C.C. arrived at F. the pull of the coupling must have dragged it off the line A. B. on to the Ballast.

The fireman I should say let the Switch slip back for some seconds

then pressed again so that the two last Carriages were on the same line as the front of the train.

Damage done to the line is 13 ties have been the Permanent way was, and is now in good order.

Yours very truly
for J. C. Smith
Resident Engineer.

True Copy
for Lieut. A. Hamond
for Chief Engineer.

True Copy
Agent & Manager.

To
The Consulting Engineer for Railways
for information.
28th August 72

P. W. 46/1872.

29. August 72.

No. 508

Submitted for the *information* of Government.

Lieut Colonel R.E.

Consulting Engineer's Office,
Madras, 25 Sept. 1872.

Consg. Engr. for Railways.

To

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

P. W. 1872 Depart.

RAILWAY DEPARTMENT.

1872.

No. 4674

From

The Consulting Engineer
for Railways,

To

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

Dated 25th September 1872.

Received 28 "

No. 508

Ens. 2.

Submitting Agents letter, regarding the 3rd class carriage of the 7-45 P. M. train from Cuddapah having got off the line at Rajampett on the 21st Augt/72.

Agent's letter dated 26 Septr/72

30

Copied in Book 26 Septr/72

Recd 29/10/72

Answered

Returned

Ofs 4574

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Commanding Engr
for Railways

Dated
Rcvd. Encl. 2
2377
G. O. 10 Octr 1872

Nos. 155 / 156

Resident (Railway)

Report of a 3rd Class Carriage
attached to the 7-45 A.M.
Train from Cuddapah
letting off the Line at Rajem-
pett on the 21st Augt. received.