

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public work DEPARTMENT

G.O. No.	2561	Press
B.P. No.		Mis.
328.329		
Dated	20.10.1873.	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th October 1873.*

No. 328. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 29th September 1873, No. 518:—

From W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 22nd September 1873, No. 746.

I HAVE the honour to enclose, for your information, the copy of a letter* just received from the Acting Chief Engineer in which he reports that the carriages of the 6 P. M. mail train from Raichore of the 20th instant were thrown off the line yesterday at the 217th mile, 9th telegraph post, but that no passengers were injured.

2. Mr. French, the Resident Engineer of the Division, was in the train, and a loop line round the break was put in hand at once and completed in time to admit of the passing of the mail trains from Madras and Raichore of the 21st instant.

3. Further particulars will be reported hereafter.

From T. H. GOING, Esq., Acting Chief Engineer, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 22nd September 1873, No. 637.

A TELEGRAM from Resident Engineer, 2nd Division, North-West Line, reached me yesterday morning, stating that all the carriages of the 6 P. M. mail train from Raichore of 20th instant had been thrown off the line at 217 miles, 9th telegraph post, and that none of the passengers were hurt.

2. I have not yet learned what caused the accident except that very heavy rains were falling, and that a portion of the embankment (which is low in that locality) was washed away.

3. Mr. Robinson left for the scene of the accident by the 2.45 P. M. train of yesterday, and telegraphs this morning that the loop line was finished last night in time to pass the mail trains.

FORWARDED for the information of Government.

2. The submission of this letter has been delayed in the hope that full particulars regarding the accident would have been available by this time. I expect to be able to lay these before Government within a few days.

3. The Deputy Consulting Engineer was inspecting the North-West Line when the accident occurred. I understand that it was caused by a sudden and heavy fall of rain, the water not being able to escape through the double 9 feet opening, and finding its way over the rails. It is proposed to raise the line by 4 feet at this place, and to increase the waterway.

4. None of the passengers by the train was injured, although the rolling stock sustained some damage. The mail train which left Madras on the 20th instant was delayed; but, owing to the exertions of Mr. French, the Resident Engineer, a loop line was completed within 24 hours, and the mail trains which left Madras and Raichore upon the 21st instant, passed without detention.

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

Proceedings of the Madras Government, Public Works Department,
20th October 1873.

No. 329.

ORDER THEREON, 20th October 1873, No. 2,561.

RAILWAY, No. 56.

RECORDED pending the submission
of further particulars. It would be con-
venient if the exact localities referred to

in Railway Reports were identified by the Consulting Engineer in sending them
on by reference to names of stations or villages.

(True Extract.)

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

Railway Department. Consulting Engineer's Office
No. 518
Forwarded for the in-
formation of Government.
2. Despite the subdivision of this
letter, has been delayed in the hope
that full particulars regarding
the accident would have been made
available by this time. I expect to
be able to lay them before Govern-
ment within a few days and not
3. The Deputy Consulting
Engineer, who inspecting the station
next day after the accident, has
occurred. I understand that it
was caused by a sudden and
heavy fall of rain, the water not
being able to escape through the
drainage, feet opening, and finding
its way over the rails. It is
proposed

5344
Govt. of 1873 Madras.

PUBLIC WORKS.

To the Consulting Engineer
for Railways

Dated

Recd.

Encl. 1

G. O. 20th act 1873 25th Oct.

25th Oct.

Nos. 328 & 329

Accident. ~~Rep~~ Report

Submitted by the Engineer
of an accident to the
6 P.M. Mail train of
the 20th Sept. from
Raichore, recorded
with remarks.