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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	83-84.	Press	<i>Original</i>
B.P. No.		Mis?	
Dated	12. 1.	195	
		1875	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th January 1875*

No 184 Read the following letter from Lieutenant Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R. E., Secretary to Government, Public Works Department, dated Madras, 18th December 1874, No. 767 —

I HAVE the honor to report, for the information of Government, that two accidents occurred during the month of November, caused by the breaking of vehicle axles, belonging to the Madras Railway Company, while attached to trains in motion

2 The first case occurred on the 11th November. It will be seen from the enclosed* papers that a high-sided open goods truck, (No. 619,) which was dated 16th November 1874, From Agent, Madras Railway, No. 1,080, attached at Erode to the 1-45 P. M. train dated 5th December 1874 on the South Indian line for conveyance to Trichinopoly, left the rails at a point about $4\frac{1}{2}$ miles to the east of Caroor owing to the fracture of an axle. The damage to the line was slight, a few tie-bars being reported as bent and broken.

3 With regard to the second case, which occurred on the 23rd idem, the accompanying* papers will show that a high-sided open goods truck, (No. 1,824,) * From Agent, Madras Railway, No. 1,056, 28th November 1874, No. 1,075, 4th December 1874 attached to the 6 A. M. special goods train from Jollapett to Mullapooram, left the rails at a point about two miles west of Tripatore Station, the cause of derailment being also a broken axle. The damage to the permanent-way is reported to have been as follows.—

154 tie-bars broken.
205 iron sleepers broken.
194 gibs and cotters broken.

4. I have had an opportunity of inspecting the two axles with the Locomotive Superintendent, and it is clear that in each case the fracture was caused by a serious flaw in the metal. These flaws could not be detected from the outside, and the axles appeared to be in perfect working order until the fracture exposed the defect. The Agent has arranged to send both axles to England for examination by the makers.

5 As explained in my letter No. 371, dated the 25th June 1874, registers of the mileage run by carriage and wagon axles are not kept in this Presidency, so that it is impossible to state what amount of work had been performed by the axles in question. It was however clear that comparatively little work had been obtained from them, and that by no system of registration could the fractures have been foretold.

6 Accidents similar to those now reported are fortunately of very rare occurrence in this Presidency. Upon the 26th June 1874 I reported the breaking of an engine axle on the South Indian Railway, which was also unattended by serious results; but, with that exception, the Madras and South Indian Railways have been for long almost completely free from this formidable class of casualties.

*Proceedings of the Madras Government, Public Works Department,
12th January 1875*

From W S BETTS Esq, Agent of the South Indian Railway, to Lieutenant Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, dated Negapatam, 16th November 1874, No 222

On the 11th instant, shortly after No 6 train had left Caroor, and when near the 122nd mile 9th post, a Madras Railway high-sided truck (No 619), loaded with seeds from Morapore to Trichinopoly, left the rails. The driver of the train flt the extra s rain upon his engine thus caused, and he brought his train to a stand at the 122nd mile, 3rd post. Upon his examining the truck he found one of the journals broken.

2 The truck had to be thrown off the road before the train could proceed, which caused a delay of 4 hours and 45 minutes. The line was not much damaged by this accident, some tie-bars were bent and broken, but the necessary repairs were effected before the next train was due.

From B ANDERSON, Esq, Chief Engineer, to R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated 27th November 1874, No 782

The Resident Engineer, 2nd Division, South-West Line, reports that on the 23rd instant a wagon was derailed at 138 12 mile, main line, by the axle breaking, causing the following damage to the permanent way, viz —

154 tie-bars broken
205 pot sleepers broken
194 gibs and cotters broken

No 1,056

To the Consulting Engineer for Railways for information

MADRAS,
28th November 1874

(Signed) R B ELWIN,
Agent and Manager

From R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, dated Madras, 4th December 1874, No 1,075

I HAVE the honor to enclose, with reference to your letter, No 1,132, of the 30th ultimo, a copy of the Acting Locomotive Superintendent's letter, No 430, dated the 3rd instant, in which he affords, as far as he can, the information asked for by you in connection with the breakage of the axle of a goods wagon at the 138-12 mile, South-West Line, on the 23rd ultimo.

2 I will endeavour to ascertain the mileage run by the vehicle, and if I succeed will forward the information in the course of a day or two.

3 I send for your inspection the portion of the broken axle, and shall be glad if you will return it to me at your convenience for transmission to England.

From E C BOODLE, Esq, Acting Locomotive Superintendent, to R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated Perambore Works, 3rd December 1874, No. 430

With reference to your endorsement, dated yesterday, on a letter from the Consulting Engineer, No 1,132, of the 30th ultimo, I beg to furnish you, as far as I am able, with the particulars called for by the Consulting Engineer with regard to the breakage of the axle of a goods wagon at the 138-12 mile, South-West Line, on the 23rd ultimo.

1st — *Position of fracture of axle* — The fracture of the axle is in the neck of the journal near the boss of the wheel.

2nd — *Class and age of the Vehicle* — High-Sided Open Goods No 1,824. The age of the vehicle is four years and seven months, the date of its construction being April 1870. The age of the wagon will not, however, be any criterion in the present case, as the wheels and axle in question have evidently been put under the wagon only recently, the journal not being at all worn.

3rd — *Mileage run by Vehicle* — I regret that I cannot afford this information, but probably the Traffic Manager may be able to furnish it.

*Proceedings of the Madras Government, Public Works Department,
12th January 1875.*

4th — *Whether Vehicle when derailed was attached to a passenger or goods train* — Attached to the 6 A M special goods train from Jollarepett to Mullapoorum.

2 With regard to the cause of the fracture, I beg to inform you that I am of opinion that it is due to a serious flaw in the iron, and I would beg to suggest that the broken portion, which I have sent herewith, be forwarded to England for the inspection of the makers, the fracture being a very bad one.

3 I beg to annex extract of the driver's report of the accident, and regret that some little delay has taken place in sending forward my report to you, owing to several inquiries which it was necessary to make in the case.

4 The wheels and remaining portion of the axle have not yet been received here, but I expect to receive them in the course of a day or two, when I will let you know the maker's name.

Extract from Driver C M Huntley's Report.

I beg to report that on the morning of the 23rd November a wagon loaded with rice and attached to my train (the 6 A M goods special from Jollarepett to Mullapoorum) fell off the rails, through the axle breaking, near the 138th mile, 16th telegraph post. The moment the wagon fell off it occasioned a severe jerk, which was immediately detected by me, when I used every effort to bring the train to a stand which I did within three telegraph posts. I assisted the guard in unloading the wagon and clearing the line.

From E C BOODLE, Esq, Acting Locomotive Superintendent, to R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated Perambore Works, 4th December 1874, No 432

In reply to your endorsement dated 20th November 1874, on a letter from the Consulting Engineer, No 1,100, of the 15th idem, I beg to inform you that the wheels and broken axle of the wagon (high sided open goods No 619) were received at these works yesterday.

2 The cause of the fracture appears to have been a flaw in the interior of the metal, and, from the position of the flaw, it was impossible to detect it until the fracture occurred.

No 1,080

To the Consulting Engineer for Railways for information

MADRAS,
5th December 1874

(Signed) R B ELWIN,
Agent and Manager

No 185 ORDER THEREON, 12th January 1875, No. 83

RAILWAY, No. 21.

ORDERED that these papers be recorded, and communicated to the Government of India.

(True Extract)

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

No 186 (DOCKET No 84, dated 12th January 1875)

COPY of the above forwarded to the Government of India, with reference to G O, No. 2,143, dated 5th August 1874.

(True Extract.)

Colonel R.E.,
Secretary to Government.

Exd S T Austin.
Spare Copies

No 222

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 16 November 1892.

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

On the 11th Inst shortly after 4th 6 train had left Caroor, and when near the 122 mile 9th post, a Madras Railway high sided truck (No 619) loaded with seeds from Morapoor to Trichinopoly, left the rails. The Driver of the train felt the extra strain upon his engine thus caused, and he brought his train to a stand at the 122nd mile 3rd post upon his examining the truck he found one of the journals broken.

The truck had to be thrown off the road, before the train could proceed which caused a delay of 4 hours and 45 minutes. The line was not much damaged by the accident, some the bars were bent and broken, but the necessary repairs were effected before the next train was due.

I have the honour to be,

Sir,
Yours Most Obedt Servt
William H. Smith
Agent

Madras

for information

1055

No 482

Madras Railway Company
Chief Engineer's Office

Madras 27 November 1874

The Agent and Manager

Dear Sir,

The Resident Engineer, 2nd Division
South West line reports that on the 23rd
instant, a Waggon was derailed at $\frac{13\frac{1}{2}}$ Mile,
Main Line, by the axle breaking, causing
the following damage to the Permanent
Way, viz:

154 Tie bars _____ broken

205 Pot Sleepers _____

194 Gibs and Bolters _____

Yours faithfully

(Signed) Beresford Anderson

Chief Engineer

(True copy)

W. J. White
Agent and Manager.

No 1056

To,

The Consulting Engineer for Railways
for information.

Madras
28 November 1874

87990/14

Recd 16th 3
Dec 18. 3 Dec 74
W.
No. 992
The Madras Railway
Co. Ltd.
Agent and Manager
for the
South West Division
of the
Great Indian
Peninsula
Railway

No 1075

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 4th December 1874

From

A. B. Elwin Esq

Agent and Manager of the M & C.

To

At Col J. H. Shaw Stewart, R.E.

Consulting Engineer for Railways

SIR,

I have the honour to enclose with reference to your letter of 1132 of the 30th ultmo a copy of the Acting Locomotive Superintendent's letter of 430 dated the 3rd instant in which he affords as far as he can the information asked for by you in connection with the breakage of the axle of a goods waggon at the $\frac{139}{12}$ mile South West Line on the 23rd ultmo.

2. I will endeavour to ascertain the mileage run by the vehicle, and if I succeed will forward the information in the course of a day or two.

3. I send for your inspection the portion of the broken axle and shall be glad if you will return it to me at your convenience for transmission to England.

I have the honour to be,
Sir,

Your most obedient servant

A. B. Elwin
Agent and Manager

From

MADRAS RAILWAY

The Agent and Manager

To

The Consulting Engineer

for Railways

P. M. 2940/7

Dated

Dec 7

1874

Reporting that a Waggon was derailed at the 139th mile of the line by the axle breaking.

26 430

Madras Railway
Loco. Superintendent's Office
Perambur Works 3 Dec 1874

To

The Agent and Manager,
Dear Sir,

With reference to your endorsement dated yesterday, on a letter from the Consulting Engineer, 26 1132 of the 30th ultmo, I beg to furnish you, as far as I am able, with the particulars called for by the Consulting Engineer with regard to the breakage of the axle of a Goods Wagon at the 13th mile South West Line on the 23rd ultmo.

1st Position of fracture of axle. The fracture of the axle is in the neck of the journal near the base of the wheel.

2nd Class and age of the Vehicle. High-sided Open Goods 26 1824. The age of the vehicle is four years and seven months, the date of its construction being April 1870. The age of the wagon will not, however, be any criterion in the present case, as the wheels and axle in question have evidently been put under the wagon only recently, the journal not being at all worn.

3rd State of repair of Vehicle. I regret that I cannot afford this information, but probably the Traffic Manager may be able to furnish it.

4th Whether Vehicle when derailed was attached to a passenger or goods train. Attached to the 6th class Special Goods train.

From your I allude to the fact that I am of opinion that the cause of the fracture was the cause of the fracture. I beg to inform you that I am of opinion

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

For Railways

26 1132 of the 30th ultmo

Dated 3rd Dec 1874

Recd 5th Dec

No 1095

Reminding further

that the axle of the

Goods Wagon

at the 13th mile

South West Line

on the 23rd ultmo

that it is due to a serious flaw in the iron, and I would beg to suggest that the broken portions, which I have sent herewith, be forwarded to England for the inspection of the makers, the fracture being a very bad one.

3 I beg to annex extract of the Driver's report of the accident, and regret that some little delay has taken place in sending forward my report to you, owing to several enquiries which it was necessary to make in the case.

4 The wheels and remaining portion of the axle have not yet been received here, but I expect to receive them in the course of a day or two, when I will let you know the maker's name.

Yours faithfully
W. C. B. Boodle
City Sec. Superintendent

Extract from Driver C. H. Huntley's report

I beg to report that on the morning of the 23rd November a waggon, loaded with rice and attached to my train (the 6 am Goods Special from Allahpeth to Allahpeth) fell off the rails, through the axle box being, near the 138 mile, 16th telegraph post. The moment the waggon fell off it occurred a severe jerk, which was immediately detected by me, when I used every effort to bring the train to a stand, which I did within three telegraph posts. I ascertained the

Guard in unloading the waggon and clearing the line

1 True Copy of
W. C. B. Boodle
City Sec. Superintendent

1 True Copy of

W. C. B. Boodle
City Sec. Superintendent

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585

Madras

December 1896

The consulting engineer
for information

N^o 432

Madras Railway

Locomotive Superintendent's Office

Perambore Works

4th December 1876

To

The Agent and Manager

Dear Sir,

In reply to your endorsement dated 21st November 1874 on a letter from the Consulting Engineer, N^o 1100 of the 18th idem, I beg to inform you that the wheels and broken axle of the Waggon (H.S. & G. N^o 619) were received at these Works yesterday.

The cause of the fracture appears to have been a flaw in the interior of the Metal, and from the position of the flaw it was impossible to detect it until the fracture occurred.

Yours faithfully,
(Signed) E. C. Boodle

Ag. Loco Superintendent

(True copy)

H. J. Water
Agent and Manager

N^o 1080

Madras

5th December 1876

The Consulting Engineer for Railways
for information

5/12/76
P.M. 1940/76

Railway Department

CONSULTING ENGINEER'S OFFICE.

No

969

From

LIEUT-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,
I have the honour to
report, for the information of
Government, that two accidents
occurred during the month of
November, caused by the breaking
of wheels & axle belonging to the
Madras Railway Company, which
were attached to trains in motion.
2. (The first case occurred
on the 11th November. The wheel

From

MADRAS RAILWAY

The Agent and Manager

The Consulting Engineer

for Railways

To

Dated

3rd Decr

1874

Recd

5th Decr

N. 1088.

Arriving at the

Madras Railway
Co. Ltd. 1088.

9-0-11283-4-84-12-17

be seen from the enclosed papers
that a high sided open goods truck,
(No 619,) which was attached at
Erode to the 1-45 p.m. train on
the South Indian line for conveyance
to Trichinopoly, left the rails at
a point about $4\frac{1}{2}$ miles to the east
of Caroot, owing to the fracture
of an axle. The damage to the
line was slight, a few tie-bars
being reported as bent and broken.

With regard to the
second case, which occurred on
the 23rd idem, the accompanying
papers will show that a high sided
open goods truck, (No 1824)
attached to the 6-0 a.m. special

* From Agent
S. P. Ry.
No 222-16
Nov 1914
From Agent
S. P. Ry.
No 1080-15
Dec 1914

* From Agent
S. P. Ry.
No 1056-25
Nov 1914
1075-4 Dec 1914

goods train from Jollasapett to
Mullapooram, left the rails
at a point about 2 miles west
of Tripatore station, the cause
of derailment being also a broken
axle. The damage to the permanent
way is reported to have been as
follows:—

154 tie-bars broken
205 iron sleepers do
194 gibs and cotters do
4 I have had an oppor-
-tunity of inspecting the two axles
with the Locomotive Superinten-
-dent, and it is clear that in
each case the fracture was
caused by a serious flaw in the

metal. These flaws could not
be detected from the outside, and
the axles appeared to be in perfect
working order until the fracture
exposed the defect. The Agent
has arranged to send both axles
to England for examination by
the makers.

5. As explained in
my letter No 371, dated the 25th
June 1874, registers of the mileage
run by carriage and wagon
axles are not kept in this
Presidency, so that it is im-
possible to state what amount
of work had been performed

3
by the axles in question. It was
however clear that comparatively
little work had been obtained
from them, and that by no system
of registration could the fractures
have been foretold.

6. Accidents similar to
those now reported are fortunately
of very rare occurrence in this Pro-
-vince. Upon the 26th June 1874,
I reported the breaking of an engine
axle on the South Indian Rail-
way, which was also unattended
by serious results; but, with
that exception, the Madras
and South Indian Railways

have been for long almost com-
-pletely free from this formidable
class of casualties.

I have the honour to be

Paris

Your most obt servant

Wm. H. Allen

Madras
18th Dec
1874

Yours Eng^r for Railway

Aug 18/1931

13/1/78 Date of receipt 18/1-

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Book 2 - 1897

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From _____
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 PUBLIC WORKS.

20 The Engineering
 Dept. of India

Date Recd 12 Jan 5 84

Nos. 184-186.

Forwarding copy of
 Proceedings passed on
 a letter from the Govt.
 for P.W. submitting
 reports of accidents
 caused by the breaking
 of ~~road~~ vehicle
 axles while attached
 to trains -

Accident (Madras Ry)
 Reports submitted by the
 Engineering Dept. of two
 accidents caused by the
 breaking of vehicle axles
 attached to trains and
 forwarded to the Govt. of India