

(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.	1736	Press
B.P. No.		Mis.
Dated	8-7-	1876 195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th July 1876. No. 1,736.*

No. 138. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 29th June 1876, No. 317 :—

I HAVE the honor to enclose, for the information of Government, certain papers in which the fracture of an axle on the Madras Railway is reported.

From Agent, Madras Railway, No. 550, 24th May 1876.

Do. do. No. 559, 27th May 1876.

Do. do. „ 651, 26th June „

2. Double saloon carriage A-28

was attached at Pothanore to the 10-15

A.M. down mail from Beypore. When within 2 miles of the Morapoor station, the Driver observed that the train dragged heavily; and on pulling up at 168th mile, 4th telegraph post, it was discovered that the leading axle of the carriage in question was broken. The fracture occurred about 1½ inches inside the journal. Fortunately the carriage did not leave the rails. I understand that there was one first-class passenger in it, and he escaped altogether without injury. As explained by the Locomotive Superintendent, the train was delayed nearly eight hours by the accident.

3. The fracture is ascribed by the Locomotive Superintendent to a defective weld, and an examination of the axle leaves no room for doubt on this point. The accident is in many respects similar to the one which occurred on the 3rd March on the Nilgiri Branch, as reported in my letter, No. 234, dated the 11th May 1876.

The axle was welded at the Perambore Works; and the position of the weld and its defects were similar to those in the axle which failed on the 3rd March.

4. Upon the date of this accident there were seven other axles similarly welded in use on the Madras Railway, that is to say, in which the weld fell inside the journal; and it has been decided to prohibit the use of these axles in future, as reported in Clause 6 of the minutes of meeting laid before Government on the 31st May 1876.

5. The suggestion made by His Grace the Governor in Council with regard to stamping on axles the dates of welding and of other important repairs has been communicated to the Railway Authorities.

6. The Locomotive Superintendent reports that the axle in question had run 25,839 miles after being welded.

7. The damage occasioned to the rolling stock and to the permanent-way is given in the enclosed letters.

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, 26th June 1876, No. 651.

In reply to your letter, No. 561, of the 30th ultimo, I have the honor to inform you that the following damage was done to the permanent-way upon the occasion of the breaking of an axle at 168th mile, 4th telegraph post, South-west Line :—

45 Tie-bars broken.

300 Do. twisted so badly as to be rendered useless.

185 Do. slightly bent.

110 Pot-sleepers broken.

*Proceedings of the Madras Government, Public Works Department,
8th July 1876. No. 1,736.*

The Locomotive Superintendent informs me that the axle had run under the carriage 25,839 miles.

Telegram from MOSS, Esq., Madras, to ELWIN, Esq., Royapooram, dated 24th May 1876.

A-28 double saloon attached to 10-15 A.M. yesterday left the rails with broken journal at 168th mile, 4th telegraph post. 10-15 left Morapoor at 7 A.M. and Jollarpett at 8-55.

No. 550.

To the Consulting Engineer for Railways for information.

MADRAS,
24th May 1876.

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

From F. H. TREVITHICK, Esq., Locomotive Superintendent, to R. B. ELWIN, Esq.,
Agent and Manager of the Madras Railway Company, dated Perambore Works, 26th
May 1876, No. 275.

I AM sorry to have to inform you that an accident occurred about a mile and-a-half west of Morapoor station to the 10-15 A.M. mail train of the 23rd instant, in consequence of which the arrival of that train at Madras was delayed some eight hours. No person was injured.

2. At the 168th mile, 10th telegraph post, the Engine-driver observed that the train dragged heavily, and, on looking back, saw sparks of fire flying from one of the carriages. The train which consisted of nine vehicles was brought to a stand at the 168th mile, 4th telegraph post, or in a distance of about 460 yards, when it was discovered that the leading axle of double saloon carriage A-28 was broken, and the train hopelessly disabled.

3. The Driver telegraphed from Morapoor to Jollarpett for assistance, which, however, appears to have been somewhat tardy in moving, and did not reach the scene of the accident until nearly six hours after the breakdown. An engine and train also came from Salem in charge of the Assistant Traffic Manager, about three quarters of an hour after the first.

4. The carriage had not fallen down upon the ground, but remained supported upon the wheels, and by the couplings which held firm; and the damage done, with the exception of the broken axle, was but trivial, viz, two axle boxes broken, two axle guards bent, one bridle rod broken, and one foot board broken.

5. New wheels and axle boxes brought from Jollarpett were put under the disabled carriage by the Locomotive Foreman of the Jollarpett division, and the train was made ready to proceed in 1 hour and 35 minutes from the arrival of the assisting party.

6. I have no report of damage to permanent-way.

7. The axle broke off short close to the boss of the wheel, and the axle boss with the journal in it fell down upon the road.

8. Cause of the accident—a defective weld in the axle.

No. 559.

To the Consulting Engineer for Railways for information, in continuation of my endorsement No. 550, and with reference to minute No. 6 of the Committee held in Agent and Manager's office on the 26th instant.

26th May 1876.

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

*Proceedings of the Madras Government, Public Works Department,
8th July 1876. No. 1,736.*

No. 139. ORDER THEREON, 8th July 1876, No. 1,736.

RAILWAY, No. 11.

The Consulting Engineer will ascertain from the Railway Authorities whether the remaining seven axles which are stated to be welded in the same way as that now reported to have failed have or have not been taken out from under the rolling stock. The inordinate delay to the train of eight hours has not been properly accounted for. Full explanation of the causes of such delay should be given, and also why the leading portion of the train could not have been brought on with the passengers and mails.

(True Extract.)

Colonel,
Offg. Under Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 29th June 1876

No. 317

From

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

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to
enclose, for the information of
Government, certain papers in
which the fracture of an axle
on the Madras Railway is
reported.

2. Double saloon carriage
A. 28. was attached at Pothanore
to the 10.15 A.M. down mail from
Beylore. When within two miles
of the Morapoor station, the
driver observed that the train
dragged heavily; and on pulling
up

From Agent to Railway
No 550 - 24th May 1876
" 559 - 27th do
" 651 - 26th June

up, at $\frac{168}{4}$ miles, it was discovered that the leading axle of the carriage in question was broken. The fracture occurred about $1\frac{1}{2}$ inches inside the journal. Fortunately the carriage did not leave the rails. I understand that there was ^{one} first class passenger in it, and he escaped altogether without injury. As explained by the Locomotive Superintendent, the train was delayed nearly eight hours by the accident.

3. The fracture is ascribed by the Locomotive Superintendent to a defective weld, and an examination of the axle leaves no room for doubt on this point. The accident is in many respects similar

vide Pro. of
Govt. No. 1264
dated 19th May 1876.

similar to the one which occurred on the 3rd March on the Nilgiri Branch, as reported in my letter No. 2347 dated the 11th May 1876. The axle was welded at the Perambare works, and the position of the weld, and its defects, were similar to those in the axle which failed on the 3rd March.

Upon the date of this accident there were seven other axles similarly welded in use on the Madras Railway, that is to say, in which the weld fell inside the journal

Journal; and it has been decided to prohibit the use of these axles in future, as reported in clause 6 of the Minutes of Meeting laid before Government on the 31st May 1876.

5. The suggestion made by His Grace the Governor in Council with regard to stamping on axles the dates of welding and of other important repairs has been communicated to the Railway Authorities.

6. The Locomotive Superintendent reports that the axle in question had run 25,839 miles after being welded.

Q 1519
1519
1519

81.1.1877

The damage occasioned to the rolling stock, and to the permanent way, is given in the enclosed letters.

I have the honour to be,
Sir,
Your most Obedt Servant,
Wm. Thomas
Genl Secy for Railway

1877

1877

8819-5-76 No 1264.

2. H. 1876 Department

~~No. 1264~~

Received the foreman
Mr. P. S. Ellis etc.

Recorded - The use of
axles similarly welded
having been discontinued
no further remark is
called for -

Received the foreman
Mr. P. S. Ellis etc.
The use of axles
similarly welded
having been discontinued
no further remark is
called for -

Received the foreman
Mr. P. S. Ellis etc.
The use of axles
similarly welded
having been discontinued
no further remark is
called for -

Dec 11 - 6.9.76
Cii - 3.7.76
Despatch to 30-6-76

three of axle of axle
carriage at two ends
from machine at
on 23 May 1876

Received 3.7.76 No. 317

Dated 29th June 1876

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

From
The Consulting Engineer
for Railways,
RAILWAY DEPARTMENT.

No. 651

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 26th June 1876.

From

R. B. Elwin Esq.

Agent and Manager of the M. R. Co.

To

Mr. J. H. Stewart, C.E.

Consulting Engineer for Railways.

Sir,

In reply to your letter of 561 of the
30 ultimo, I have the honour to inform you that
the following damage was done to the Permanent
way upon the occasion of the breaking of an
axle at $\frac{16}{4}$ miles South West Line.

45 tie bars broken

300 — do — twisted so as to be
rendered useless.

185 — do — slightly bent.

110 pot sleepers broken.

The Locomotive Superintendent informs me
that the axle had run under the carriage
25.839 miles.

I have the honour to be,
Sir,

Your most obedient servant.

R. B. Elwin

Agent & Manager

N. 559

The Consulting Engineer for Railways
for information in continuation of m
Indorsement N. 550 and with reference
to Minute N. 6 of the Committee held in
Agent and Manager's Office on the 26th
instant.

26 May 1876.

534

R. N. 14663/76

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date

Recd.

26 June 1876
27. M.
No. 657.

Regarding the change
done to the present
way on the occasion
of the breaking down
of the at 108 miles
J. N. done.

P. No. 4668/76
2

the missing bolt & nut
which secured the
brake beam to the
axle by the breakage
of a journal & a
double wheel damage

Date Recd
29 May 1876
No. 559

From
MADRAS RAILWAY.
The Agent and Manager.
To
The Consulting Engineer
for Railways.

Telegram

24th May 1876.
From Alor
Madras
To Calcutta
Rajapooram.

A 28 double Saloon, attached to 10.15 Am.
yesterday left the rails with broken Journal
at 168th mile & Telegraph Post 10.15 left
Alor at 7 am. and Jollanapett at 8.55.

1 True Copy
The Agent & Manager

No. 550

The Consulting Engineer for Railways
for information.

Madras
24th May 1876

No 275.

Madras Railway
Locomotive Superintendent's Office
Perrambore Works, 26 May 1876.

The Agent and Manager.

My dear Sir, I am sorry to have to inform you that an accident occurred about a mile and a half west of Morapoor Station to the 10-15 A.M. Mail train of the 23rd Instant, in consequence of which the arrival of that train at Madras was delayed some eight hours. No person was injured.

At the 168th mile, 10th Telegraph post, the engine driver observed that the train dragged heavily, and, on looking back, saw sparks of fire flying from one of the Carriages. The train which consisted of 9 vehicles was brought to a stand at the 168th mile, 4th Telegraph post, or, in a distance of about 460 yards, when it was discovered that the leading axle of double Saloon Carriage A. No 28 was broken, and the train hopelessly disabled.

The driver telegraphed from Morapoor to Dollarpett for assistance which however appears to have been somewhat tardy in moving, and did not reach the scene of the accident until nearly six

P. H. 4662/76

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 24 May 1876

Recd.

24

No. 332

For sending copy of
telegram from traffic
manager's department
that a double saloon
carriage left the rails
with broken primed
at the 168th mile 4th P.P.

hours after the breakdown. An engine and train, also came from Salem in charge of the Assistant Traffic Manager, about three quarters of an hour after the first.

The Carriage had not fallen down upon the ground but remained supported upon the wheels and by the couplings which held firm, and the damage done with the exception of the broken axle, was but trivial, viz: 2 axle boxes broken, 2 axle guards bent, one bridle rod broken and one foot board broken.

New wheels and axle boxes brought from Jolarpett were put under the disabled Carriage by the Locomotive Foreman of the Jolarpett division, and the train was made ready to proceed in ^{hour. minutes} 1-35 from the arrival of the assisting party.

I have no report of damage to permanent way.

The axle broke off short close to the boss of the wheel, and the axle box with the journal in it fell down upon the road.

Cause of the accident, a defective weld in the axle.

True copy
 The Agent and Manager.

Yours faithfully
 Sign. R. H. Brithick
 Locomotive Superintendent.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Recd.

No.

187

No 1736

Public Works Department

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 8 July 1876.

Read the following:—

Grand
The Consulting Engineer for Railways } (H.C. No 3174/29th June 1876)

The Consulting Engineer will ascertain from the Railway Authorities whether the remaining 7 axles which are stated to be welded in the same way as that now prepared to have failed have or have not been taken out from under the Rolling Stock. The inordinate delay to the trains of 8 hours has not been properly accounted.

From The Agent and Manager.
To The Consulting Engineer for Railways.
Dated 187
Recd.

His grace the Duke of Devon

accounted for. Full
 explanation of the
 causes ^{of the accident} should be
 given, and the ^{also} position ^{of the}
~~of the damaged carriage~~
 accurately described.

[Signature]

2. The first of these is the
the first of these is the
the first of these is the
the first of these is the
the first of these is the

24

138-139

Cons. Ingr. for Railways
Dec 26/76

Bestd 26/11/06

Xth Atgh. Recd from 25/10/20.

4663 CH.
Govt. of 1876 Madras.

PUBLIC WORKS.

To

The Com^r Engrs & Mr

Dated

Issued

Recd

Encl.

G. O., 8 July 1876, No. 1736

Nos. 138-139

Fracture of an axle of a
Saloon Carriage at
Madras Railway

Passing orders on
letter from the Com^r Engrs
reporting the

Sent to Mr. P. J. 24-7-76