

(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.	2331	Press
B.P. No.		Mis.
Dated	31-8-	195- 1876

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
31st August 1876. No. 2,331.*

Read the following papers :—

No. 727. Endorsement of the Officiating Consulting Engineer for Railways, dated 25th August 1876, No. 428.

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, 31st July 1876, No. 777.

WITH reference to your letter of the 27th instant, No. 794, I have the honor to inform you that the seven axles referred to, which had been repaired by welding, and were running under four of the double saloon carriages, have all been removed and other axles substituted for them, the last having been removed on the 8th of June.

2. I will reply to the 2nd paragraph of your letter in a day or two.

From the same Officer, dated Madras, 21st August 1876, No. 849.

WITH reference to the 2nd paragraph of my letter of the 31st of July last, No. 777, I have the honor to send herewith a copy of the Traffic Manager's letter of the 18th instant, No. C-73,008/1,936, in which explanation is offered as to the delay of 8 hours which occurred to the 10-15 A.M. Mail train of the 23rd of May last, when the axle of double saloon carriage No. 23 was broken.

From H. E. CHURCH, Esq., Traffic Manager of the Madras Railway Company, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 18th August 1876, No. C-73,008/1,936.

Accident at 168th Mile, South-West Line, on 23rd May 1876.

Order of Government, No. 1,736, dated 8th ultimo.

I enclose a report from Mr. Craik explaining the cause of delay to the 10-15 A.M. train on the 23rd May last, which, under the circumstances, will, I hope, be considered satisfactory. Mr. Craik was at the time in charge of a part of Mr. Hills' division in addition to his own, in consequence of our being so short handed, and was at the time of the accident travelling between Arconum and Cuddapah which will account for the report of the accident not reaching him earlier. The vehicles in front of the disabled carriage consisted of a loaded wagon, a brake-van, and a double saloon only, and these were insufficient to take on the mails and passengers.

From J. CRAIK, Esq., Assistant Traffic Manager of the Madras Railway Company, to H. E. CHURCH, Esq., Traffic Manager of the Madras Railway Company, dated Madras, 15th August 1876, No. T.M. 24—317/23,617.

Accident at 168th mile, 4th Telegraph Post, South-West Line, on 23rd May.

Your C-73,008/15,000 of 31st July.

On the night and at the time of the accident I was travelling to Cuddapah in 8-25 P.M. mail train. The message from the Guard and Driver of the 10-15 A.M. mail followed me up and reached me at Rajampett at 12-40 A.M., or two hours after the accident occurred. I at once issued instructions for assistance to be sent from Jollarpett, but Mr. Bailey, getting to know that there was a difficulty in communicating with me, took the matter in hand, and directed a special engine to start with assistance. The engine being in readiness was started as soon as definite instructions were received, and it left Jollarpett at 2 A.M. As the permanent-way was out of order, it was necessary that this engine should take the Permanent-way Inspector, the Section

*Proceedings of the Madras Government, Public Works Department,
31st August 1876. No. 2,331.*

Maistry, and men, to the place of accident, and in doing so some time was lost, and the engine arrived at the 168th mile, 4th telegraph post, at 4-30 A.M. Meanwhile, the 10-15 A.M. train Driver and two other Drivers, who were in the disabled train, had the carriage lifted and everything in readiness for the removal of the unserviceable pair of wheels, and a new pair having been unloaded they were placed under the carriage, the whole work being finished at 6-20 A.M.; when the train started for Madras, shunting off the injured carriage at Morapore station. The mails and passengers could not be transferred to the carriages in front of the disabled one, because they consisted of a loaded goods wagon, a brake-van, and a double saloon only. Had any attempt been made to start a fresh train from Jollapett for the purpose of transferring mails and passengers, it would only have interfered with the clearing of the line, and though it might have saved a little time, the 10-15 A.M. train and the 6 P.M. mail which was waiting would have been more seriously delayed.

SUBMITTED for the information of Government with reference to Proceedings, No. 1,736, dated 8th July 1876.

2. It will be seen that the remaining seven axles which had been repaired by welding have all been taken out from the rolling stock and other axles substituted for them.

3. The letter from the Assistant Traffic Manager explains the cause of the delay which occurred to the mail train in question.

4. Mr. Church states that the vehicles in front of the disabled carriage consisted of a loaded wagon, a brake-van, and a double saloon only, and that they were insufficient to take on the mails and passengers.

(Signed) C. J. SMITH, Major, R.E.,
Offg. Consulting Engineer for Railways.

No. 728. ORDER THEREON, 31st August 1876, No. 2,331.

RAILWAY, No. 79.

RECORDED. The explanation is considered satisfactory.

(True Extract.)

Colonel,

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

To the Consulting Engineer for Railways.

Exd. F. R. Bantleman.

Spare Copies

No. 777.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 31st July 1876.

From

The Agent and Manager of the M. R. Co.

To

At Job J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

SIR,

With reference to your letter of the 27th instant No. 724, I have the honour to inform you that the seven axles referred to, which had been repaired by welding, and were running under four of the double saloon carriages, have all been removed and other axles substituted for them - the last having been removed on the 8th of June.

I will reply to the 2^d paragraph of your letter in a day or two.

I have the honour to be,
Sir,

Your most obedient Servant

J. H. Stewart

for the Agent & Manager

P.W.D.
26 AUG 76
No. 7140

No. 849

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 21st August 1876.

From

Robert B. Elwin Esq
Agent and Manager.

To

Lieut Colonel J. H. M. Shaw Stewart
Consulting Engineer for Railways.

Sir,

With reference to the 2nd
paragraph of my letter of the 31st
of July last. No 777. I have the
honour to send herewith a copy of
the Waggi Manager's letter of the 18th
instant No 73008 1936, in which explana-
-tion is offered as to the delay of 8
hours which occurred to the 10-15 A.M.
Mail Train of the 23rd of May last.
when the axle of double saloon carriage
No 23 was broken.

I have the honour to be
Yours most obedient servant
R. B. Elwin
Agent & Manager

From

MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated
Recd.

21st Aug 1876

No.

7140

Noting that the
letter after referred
to which had been
referred by me to
have all been done
direct after referred
for them.

673008
1936

Madras Railway
Traffic Manager's Office
Madras 18th May 1876

The Agent and Manager
Royapooram

Dear Sir,
Accident at 168 mile South West Line
on 23rd May 1876.
Order of Government of 1736 dated 8th ult.

I enclose a report from Mr. Brink explaining the cause of delay to the 10.15 A.M. Train on the 23rd May last, which, under the circumstances with, I hope, be considered satisfactory. Mr. Brink was at the time in charge of a part of Mr. Hills Division in addition to his own, in consequence of our being so short handed, and was at the time of the accident travelling between Arcot and Cuddalore which will account for the report of the accident not reaching him earlier. The Vehicles in front of the disabled carriage consisted of a loaded wagon, a Break Van, and a Double Saloon only, and these were insufficient to take on the wares and Passengers.

Yours faithfully,
H. E. Church
Traffic Manager

716

MADRAS RAILWAY

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 19th August 1876.
Recd. 22

Cell
No. 849

Forwarding explanation
from Mr. Brink to the
Manager at 10.15
of 8 hours to the 10.15
a.m. train (Mail) of the
23rd May last.

Sh. 24 ³¹⁷/₂₃₆₁₇

Madras Railway
Asst. Traffic Manager's Office
Madras 15th August 1876.

Traffic Manager

My dear Sir,

Accident at ^{16 3/4}/₄ S. N. Line on 23rd May
Your C 73008 of 31st July

On the night and at the time of the accident I was travelling to Cuddalore in 8.25 P.M. Mail Train. The message from the Guard and Driver of the 10.15 A.M. Mail followed me up and reached me at Rajampett at 12.40 A.M. or 2 hours after the accident occurred. I at once issued instructions for assistance to be sent from Jollampett, but Mr. Dingley, getting to know that there was a difficulty in communicating with me took the matter in hand and directed a special Engine to start with assistance. The Engine being in readiness was started as soon as definite instructions were received, and it left Jollampett at 2.0 A.M.; as the permanent way was out of order it was necessary that this Engine should take the Permanent Way Inspector the Section Master and men to the place of accident and in doing so, some time was lost, and the Engine arrived at the ^{16 3/4}/₄ mile at 4.30 A.M. Meanwhile the 10.15 A.M. Train Driver, and two other Drivers, who were in the disabled Train, had the Carriage lifted and every thing in readiness for the removal of the unserviceable pair of wheels, and a new pair having been unloaded they were placed under the Carriage, the whole work being finished

at 6.20 A.M., when the Train started for Madras shunting off the injured Carriage at Illorampett station. The mails and Passengers could not be transferred to the Carriages in front of the disabled one, because they consisted of a loaded goods wagon, a Brake Van, and a Double Saloon only. Had any attempt been made to start a fresh Train from Jollampett for the purpose of transferring mails and Passengers it would only have interfered with the clearing of the line, and though it might have saved a little time the 10.15 A.M. Train and the 6 P.M. Mail which was waiting would have been more seriously delayed.

Yours faithfully
Jas. Craik
Asst. Traffic Manager

/ True Copies

W. H. W. M.
Agent & Manager

sk

RAIL DEPARTMENT.

Consulting Engineer's Office,

Madras, 25 August 1876.

No. 428.

SUBMITTED

OF GOVERNMENT.

Submitted for the
information of Government with
reference to Proceedings No 1736,
dated 8 July 1876.

It will be seen that
the remaining seven axles which
had been repaired by welding have
all been taken out from the rolling
stock and other axles substituted
for them.

1111-15-3-11
1111-15-5-11

The letter from the Assistant
Traffic Manager explains the cause
of the delay which occurred to the mail
train in question.

Mr. Church states that
the vehicles in front of the disabled
carriage consisted of a loaded wagon,

P.W.D.
26 AUG 76

a brake van, and a double saloon only, and that they were insufficient to take on the mails and passengers.

W. Smith Major R.E.

Offg. Comr. Engrs. for Ry.

The Secretary to Govt.
Public Works Deptt.
Fort Saint George

4019-5-76 No. 1214
8-7-76 - 1731.

Ci - 20.8.76 P.W.D. 27.8.76
Dated 26-8-76

Further correspondence
in regard to the length
of the axle of the
wheels on the axle of the
locomotive
on the axle of the
locomotive

Dated 25th Aug 1876
Received 25th Aug 1876

No. 420
Enclosures 3

The Secretary to Government,
P. W. Department,
Fort St. George.
The Consulting Engineer
for Railways,
187 .
RAILWAY DEPARTMENT

No 2331 Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 31st Aug^r 1876
Read the following:—

From the Comr. Engineer for Railways } H.E. No 420 of 25th Aug 76
} Engrs. for Ry.

Recorded. The
Explanation is considered
satisfactory.

Comr. for Railways. ✓
Dated 23/9/76

C. No. 6140. *[Signature]* 31

Govt. of 1876 Madras.

PUBLIC WORKS.

To

The Commr. of P.W.D.

Dated

Issued

Recd

Encl.

G. O., 31st Sept 76, No. 233/

Recd. 72/28

Mails. — The explanation of the ~~unpleasant~~ delay occasioned to — owing to the accident to train by its running over a bullock in the Rang. Branch, ^{on 24.9.76} considered satisfactory.

[Signature]
25-9-76