M.R.O. I—10,006—28-2-50

(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. ~~B.P.~~ No. 3026

Press ~~Mts.~~

Dated 11—11 1876 ~~195~~.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
11th November 1876. No. 3,026.

No. 195. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 27th October 1876, No. 520 :—

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, 25th October 1876, No. 2,373.

I LEARN from your letter, No. 1,001, of the 20th ultimo, that Government call attention to the very long delay of the train between Boodalore and Teroovembore on the 17th June last, and in forwarding passengers from it; also in regard to the want of judgment and care which are indicated by the facts reported.

2. It so happened that in the train in question there were travelling four of the Company's Officers, the Traffic Manager, the Acting Deputy Chief Engineer, the Resident Engineer, and the Chief Auditor. Directly after the burning trucks had been disconnected from the after part of the train, the first-named officer proceeded to Trichinopoly for assistance, while the others set to and did their best to extinguish the fire. Several natives standing in the fields alongside could not be induced to render assistance. The fire obtained such mastery over the trucks that they could not be approached, and consequently they could not be moved; the ground near them was saturated with tar and covered with burning coal; this accounts for the rails heating.

3. I attach copy of a report from the Traffic Manager on the subject, from which it will be seen that the passengers arrived at Trichinopoly at 12-15; they were not detained until communication was restored.

4. Will you please lay this explanation before Government; it will, I trust, have the effect of removing the unfavorable impression which has been formed.

From the Traffic Manager, to the Agent of the South Indian Railway, dated Trichinopoly, 4th October 1876, No. $\frac{4,658}{14,407}$.

THE tar was properly covered and was not placed in too close proximity to the engine, say six trucks off, and the engine burning coal only.

The fire was discovered at 6 P.M. and the wind blowing a gale from the opposite direction, the fire obtained the ascendency; before we could uncouple the tar truck from the one containing coal, the blaze enveloped the latter, and it was not before some burns were received by the men that the uncoupling could be effected. The engine with the blazing trucks, also the six trucks next the engine, ran to a distance of about half a mile from the train and then uncoupled, and the engine with the six trucks ran into Trichinopoly at about 6-30, arriving at Trichinopoly about 7 P.M. for assistance. It being after work hours for the station workmen they had to be hunted up from their houses, and this occupied some time, and it was 7-30 before they could be collected and tools, chairs, buckets, &c., loaded upon the engine, and engine watered ready to return.

We started with engine to the scene of accident about 7-35, and the engine running tender first, the Driver was of course bound by his rules to go at a low speed, and with the delay caused by picking up men and tools on the road we arrived about 8-45.

It was anticipated that with the assistance we took the line could be cleared of the trucks and the train passed over in a very short time, but it was found that the coal having fallen on the rails had brought the latter to a white heat and bent them very considerably; finding from this cause, and the difficulty in derailing the trucks, the train could not pass, I ran back with engine to Teroovembore and ordered a train, which I had kept waiting at Trichinopoly, to start for the purpose of bringing on the passengers. This train started immediately, but as it had to be

Proceedings of the Madras Government, Public Works Department,
11th November 1876. *No.* 3,026.

pushed empty carriages in front, and the night dark, the speed was of course low; it arrived at the scene of the fire at 10-30. The passengers and their luggage were then transshipped and arrived at Trichinopoly at 12-15.

Where the accident happened there is a tank on both sides of the line and both banks are covered with thick aloes and thorns, so that the only pathway was along the line, and the line being strewn with red hot coal, it would not have been safe to have allowed the passengers consisting of a number of women and children with naked feet and flimsy cloths to have passed the scene of the fire before the ground was partially cleared; and when it is taken into consideration that they had to walk three-fourths of a mile, and that all their luggage had to be carried for them also, I do not think that time was wasted.

SUBMITTED for the information of Government, with reference to paragraph 3 of Proceedings, No. 2,096, dated 14th August 1876.

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

No. 196. ORDER THEREON, 11th November 1876, No. 3,026.

RAILWAY, No. 31.

HIS GRACE the Governor in Council is still of opinion that the time occupied in clearing the line was excessive, and that the heating and consequent bending of the rails should have been prevented by the simple and ordinary precaution, in case of fire on a railway, of covering the rails and sleepers with the ballast.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.
Spare Copies

Letter from the Consulting Engineer for Railways No. 520 d/27th Oct. 1876.

For orders, with original draft of G.O. No. 2096 of the 14th August 1876.

G. W. Walker, Major Genl. R.E.
Secy. to Govt. D.P.W.

The statement explains how the time was occupied — I am still of opinion that the delay was excessive in clearing the line — & that the heating & consequent bending of the rails arose from want of the ordinary precaution in case of fire on a railway of covering rails & sleepers with the ballast — [illegible]

No. 573 GREAT SOUTHERN

AGENT'S OFF

NEGAPATAM, 23rd Oct. 1876

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

I learn from your letter No. 1001 of the 20th Ulto. that Government call attention to the very long delay of the train between Boodalore & and Teroovembore on the 17th June last, and in forwarding passengers from it, also in regard to the want of judgement and care which are indicated by the facts reported.

It so happened that in the train in question there were travelling four of the Company's officers, the Traffic Manager, the Acting Deputy Chief Engineer, the Resident Engineer, and the Chief Auditor. Directly after the burning trucks had been disconnected from the after after part of the train, the first named officer proceeded to Trichinopoly for assistance, while the others set to and did their best to extinguish the fire. Several natives standing in the fields alongside could not be induced to render assistance. The fire obtained such mastery over the trucks that they could not be approached, and consequently they could not be moved, the ground near them was saturated with tar and covered with burning coal; this accounts for the rails heating.

I attach copy of a report from the Traffic Manager on the subject from which it will be seen that the passengers arrived at Trichinopoly at 12.15. They were not detained until communication was restored.

Will you please lay this explanation before Government, it will I trust have the effect of removing the

the ~~have been~~ forwarded.

I have the honour to be

Sir

Your Most Obedt Servant

Williams Betts

Agent

28 OCT 76
7782

From
The Agent
M. S. R.

To
The Consg Engr.
for Railways

Dated 25th Octr.
Recd 27 Octr. 1876
C. E. No. 2373

The long delay of
the train between
Poodalore + [illegible]
Road on 17th June last

No 3026 Works Departmen

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th Novr. 1876

Read the following :—

From
The Consulting Engineer for Railways } (C.E. No. 520 d/27 Octr. 1876

His Grace the Governor in Council is still of opinion that the delay in clearing the line was excessive, and that the heating and consequent bending of the rails arose from omission to take the ordinary precaution, in case of fire on a Railway, of covering the rails and sleepers

GMW

[illegible] Feb 1876

His Exc the Govern[illegible]

[illegible]

[illegible] that the delay

[illegible] the [illegible]

[illegible] and that the

[illegible]

[illegible]

Nº 195/6

Govt. of 1876 Madras.

PUBLIC WORKS.

To the Consg Engr for Rys.

13/11

Dated

Issued

Recd Encl.

G. O., 11th Novr 1876, No. 3026

Nos. 195/6

Entd in Regr 21-11-76

Accident S. I. Ry.

Passing orders on letter from the Agent regarding the delay of the train caused by an accident by fire on the 17th June last.