

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 270-1R

DATED 8th February

[Despatch Abstract.]

Accident. — Report of the further accident to the Calicut-Madras mail train which occurred on 9th January 1893, ordered to be forwarded to the Govt of India.

Forwarded.

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	125	R	20-1-93				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Copy of telegram from the
guard and driver of the 8.10 Mail
train from Calcutta to Illachras
of 9th January 1893. at $\frac{178 \text{ miles}}{18}$

Tire of left-leading wheel
of engine broken to pieces
leading wheels off the line
unable to proceed, assistance
required.

J. O. G. Shelton

Capt Re

for laundry for 1/2

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, — 11th January 1893.

Copy of telegram received from
the Guard and Driver of the 8.10 mail
train from Calicut to Madras
of 9th January 1893.

No. 9

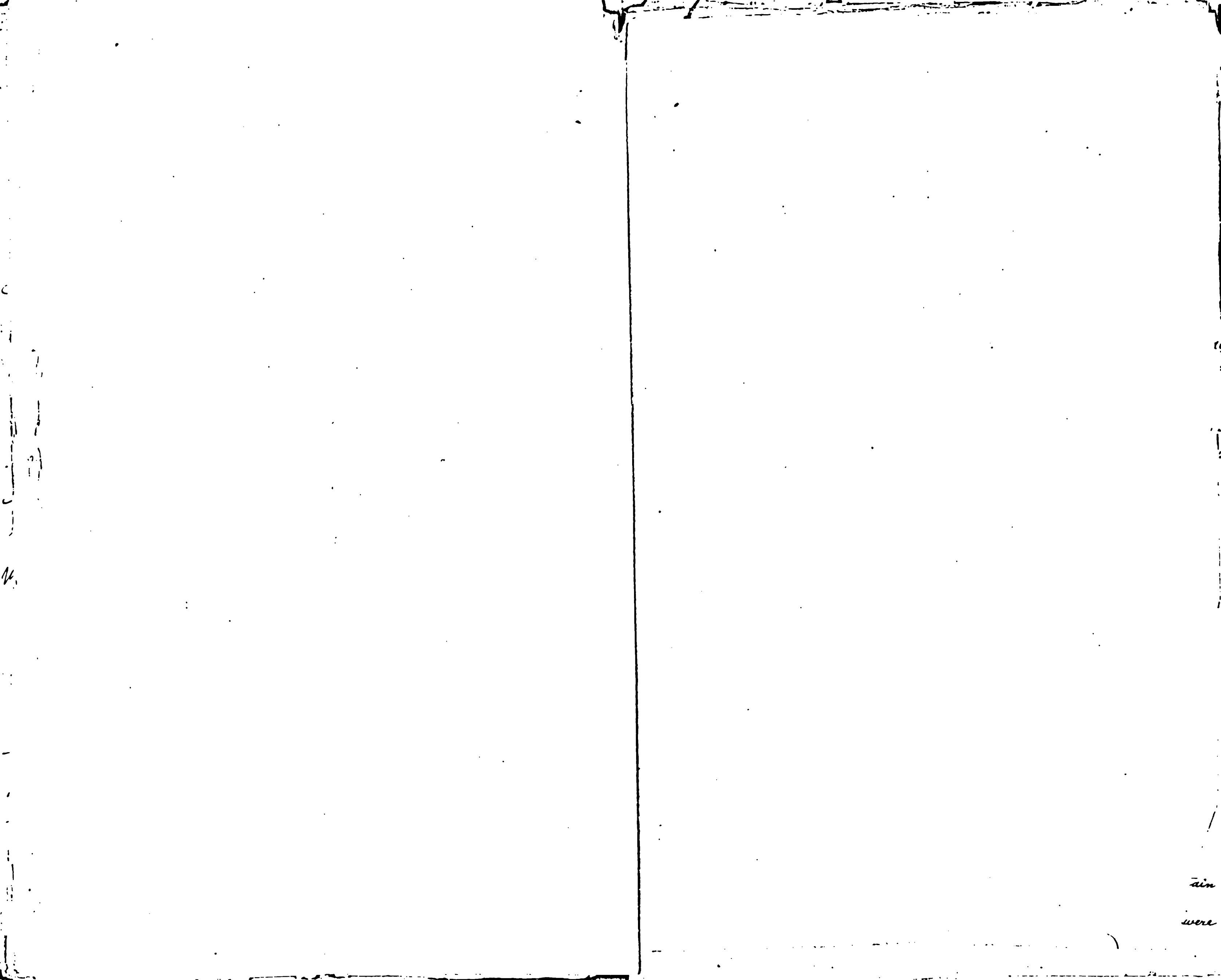
SUBMITTED.

for the information of Government.

Further particulars
will be submitted on
receipt.

Subject.

Res. on
for off. Com. : Engr. for. Lt. Re.
#29



ain
were

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

B. No. 123 R 20-1-93.

No. 9

Dated 11th } Jan'y 1892.3
Received

No. OF ENCLOSURES.

Subject.

Submitting for the information
of Government telegram
from the Guard and Driver
of the 18.10 Mail train
reporting an accident
at $\frac{198}{18}$ miles

B. No. 123 R 20 Jan'y 1893.

W. H. 15 Jan
Recorded.

2. Further particulars
will be awaited.

M¹⁴
OR

To the Consulting Engineer.
20/1/93

21 Jan 1893

J. C. 24/1

Note on an accident to the Calicut-Madras
Mail Train on the 9th instant through the failure of
a tyre of the engine wheel.

The train left Calicut at 8-10 A.M. on the 9th
January, and while running between Salem and Thinnai-
patti, the tyre of the left leading wheel of the engine (S.B. 111)
broke, and the two leading wheels were derailed. The train
was moving at a slow speed up a grade of 1 in 130 and
was soon brought to a stand at mile $\frac{198}{18}$ about 2 miles
out of Thinnai-patti. The accident occurred about 9 P.M.

On assistance arriving from Salem the engine was
lifted, but owing to the broken tyre having got tightly
jammed between the wheel and the main frame of the
engine, the latter was not rendered fit to be taken into
Salem until 6-10 A.M. on the 10th, and was finally stabled
there at 8-55 A.M. No one was injured, and only slight
damage was done to the engine. The permanent way
also suffered little damage, 1 tie bar and 12 pots being
broken.

The passengers, mails and parcels of the mail train
were

were transhipped into the 18-30 mail from Madras to Calicut, and those of the latter into the carriages of the disabled trains. Both trains left the scene of the accident at 6-20 A.M. on the 10th, the detention to the 8-10 mail from Calicut, thus being $9\frac{1}{2}$ hours, and that to the 18-30 mail from Madras $2\frac{1}{2}$ hours. The mails and passengers from the Bangalore Branch were forwarded at the correct time of the 8-10 mail and suffered no detention. The passengers of the disabled train were worked 'special' to Madras, where they arrived about 3-30 P.M.

The tyre which broke is believed to be one of T. Brown and Company's manufacture. It was put to work on the 19th June 1890, and had only run about 56,000 miles. It was last turned up in July 1891 and measures $2\frac{3}{8}$ inches in thickness at the centre of the tread. The rule observed in the Locomotive Department, Madras Railway for the boring out of tyres is to allow $\frac{1}{64}$ of an inch per foot of diameter for shrinkage, and there is every reason to believe that this tyre and the wheel on to which it was shrunk were bored and turned to the correct dimensions.

From

From the appearance of the fracture, it is thought that the material was wanting in uniformity near the place of fracture, and this opinion was confirmed by the fact that after slotting off the broken parts some 6 or 7 inches from the place, a crack was discovered in one of the pieces sufficiently open to hold oil, and about $1\frac{1}{2}$ inches in length, and well to the centre of the section of the tyre.

The engine was carefully examined by the driver over a pit after arrival in the shed on the 8th, and again before going out on the 9th, and that nothing wrong was found with either tyre, wheel, or bolts.

W. J. M.

Major R. C.

Government Inspector

4/5/91

Form No 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, *9 January* 1893.

*Note by the Government Inspector on the
accident to the Calicut - Madras Mail train on the
9th January 1893.*

No. *54*

SUBMITTED.

— for the information of Government, —
and for submission to the Govern-
ment of India, with reference to —
G. O. No: 123 R, dated 20th January 1893.

M. S. S. S.

Major R.E.

for *Offy* Consy. Engrs. for Rys.
H.S.

*P.E.
1027/93*

P. W. CURRENT No. 1037

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 54

Dated 2³ } February 1893
Received 2⁴ }

123 R of 20-1-93 ✓

No. of ENCLOSURES.

one

Subject.

Submitting for the
information of Govern-
ment and for trans-
mission to the
Int. of India ^{the} further
report on the accident
to the Calicut-Madras
Mail on the 9th June 93

B.

to 270 R of 8-2-93

B/ 270-74 R of 8th Feb 93.

Ordered that the
note on the accident
be forwarded to the Govt.
of India for information.

MW 4/2
D.R.

To the Consulting Engineer for 123 R
9/2/93

B.

No. 271 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE Secy to the Govt of India

P. W. Depto.

8th February 1893.

SIR,

I am directed to
forward herewith, for the
information of the Govt. of
India copy of a note by
the Government of Madras
on the accident to the
Calicut-Madras Mail train
which occurred on 9th June
1893.

MW 4/2
D.R.
9/2/93

B.

No 270-1 R 2/8-2-1/73

Am. 4/2 R 5/2
J.C.R.

Aug
1972