

(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.	1401	Press
B.P. No.		Mis.
315-316		
Dated	21. 5.	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21st May 1873.*

No. 315. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 1st May 1873, No. 248 :—

From B. ANDERSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 11th January 1873, No. 20.

The Resident Engineer, 2nd Division, South-West Line, reports that the 1-50 A. M. engine got off the Bangalore second line points in Jollarpett station yard on the 9th instant, and the train was detained an hour and fifty minutes.

2. He attributes the accident entirely to carelessness on the part of the pointsman, who held the points half open and let the tender wheels traverse both lines.

3. The only damage done was the breaking of one double block chain.

FORWARDED to the Consulting Engineer for Railways for information.
13th January 1873.

(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, 11th March 1873, No. 184.

With reference to your letter No. 60 of the 13th January last, I have the honour to enclose you a copy of the Traffic Manager's letter, No. C/33-153 of yesterday, and a copy of its enclosure.

2. Copies of these documents have also been forwarded to the Chief Engineer, with a request that he will be so good as to have the points altered, if necessary.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 10th March 1873, No. C/33-153.

Engine No. 120 off the Line at Jollarpett on the 9th January 1873.

Your endorsement on Locomotive Superintendent's letter No. 12, and Consulting Engineer's letter No. 60, dated the 11th and 18th January 1873, respectively.

I beg to enclose you copy of a letter No. Tm. 3/121-6028 received from Mr. Craik on this subject, and have forwarded to the Chief Engineer a similar copy.

From J. CRAIK, Esq., Assistant Traffic Manager, to H. E. CHURCH, Esq., Traffic Manager of the Madras Railway Company, dated Madras, 8th March 1873, No. Tm. 3/121-6028.

Engine No. 120 off the Line at Jollarpett on 9th January 1873.

I HAVE been to Jollarpett and have instituted inquiries as to the cause of this engine leaving the rails. The Engine Driver, Davis, informs me that on the morning of 9th January, about 2 A.M., he had occasion to take his engine into a siding off the main (Bangalore) line to lift some wagons for the train he was going with. The first passed over the points and stopped about 3 feet outside of them; saw that a man was at the handle holding it over to admit his engine to the siding tender foremost, and he thereupon reversed his engine and essayed to enter, but just as the

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21st May 1873*

first wheels (trailing wheels of tender) touched the switches he felt a serious jolt, and immediately became aware that his tender wheels were riding the rails. He at once shut off steam, applied brake and reversed his engine, but could not stop before one pair of wheels was off the line. After examination of the position of the engine he picked up the wheels, and by applying steam succeeded in drawing them on to the rails, but observing that the switch bars were bent, he declined to attempt to re-enter the siding to lift the wagons. The pointsman on duty, Alway, maintains that the switches were properly held over. I have carefully examined these points and find that they are most awkwardly situated on a very heavy curve, and I am of opinion that they must be very difficult to work. I have no hesitation in saying that the engine went off immediately upon entering the points, although the wheels did not drop for some little distance from the points of the blades, owing to there being insufficient room for them to do so between the switches and outer rails. I cannot attribute the accident to any carelessness on the part of the pointsman, because I believe he imagined that he had the points well closed when they were not so, and this would be caused by a peculiar spring arising from their situation. I am told that the pointsman are especially careful with these switches, as an engine had upon some former occasion unaccountably left the rails there; but I am quite satisfied that the cause on that as well as upon this occasion was a spring or rebounding tendency which would leave the switch just sufficiently open for the flange of a wheel to enter. I should advise that the attention of the Resident Engineer be directed to these points, with the view of effecting some improvement.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 316.

ORDER THEREON, 21st May 1873, No. 1,401.

RAILWAY, No. 47.

His Excellency the Governor in Council requests to be informed of the steps taken for altering the points or otherwise remedying the defect at the Jollarpett Station yard.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Austin.

No. 268

Submitted for the *information* of Government.

CONSULTING ENGINEER'S OFFICE,
Madras, 1st May 1873.

To

The Secretary to Government,

Public Works Department,

Fort Saint George.

Consgr. Engr. for Railways.

70W. 1873 Dept

RAILWAY DEPARTMENT.

1873.

No 2707

From The Consulting Engineer
for Railways.

To The Secretary to Government,
P. W. Department.
Fort St. George.

Dated 1st May 1873.

Received

2

No. 248

Submitting report
of an accident of engine
got off the line at Pallapalle
on 9 January 1873

No 1101
This is to certify that the Government Council
has received the report of the steps taken for ascertaining
the points or otherwise the cause of the defect
at the Pallapalle Station. Yours truly,
G. M. S.

To the Chief Engineer for Railways / No 1101-5-93

123/5-16

Recd to Secy 2 May/73

C/2707

CHITRAKOOT STATION
PUBLIC WORKS

To
Land
Road

21st May 1907

No. 315-16.

Gollaspeth Station Yard.

Requesting to be in-
formed of the steps
taken for altering
the points or otherwise
remedying the defect
at the Station Yard.