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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1983	Press
B.P. No.		Mis.
131-133		
Dated	9. 8.	1873

Not to be folded or roughly handled

1.

*Proceedings of the Madras Government, Public Works Department,
9th August 1873.*

Read the following papers :—

No. 131. Endorsement of the Consulting Engineer for Railways, dated Madras, 2nd June 1873, No. 301.

From W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 25th April 1873, No. 281.

WITH reference to your letter, No. 263, of the 12th ultimo, I have the honour to enclose you a copy of the Acting Chief Engineer's letter, No. 250, dated yesterday, from which you will learn that Mr. Going does not think it desirable to make any alteration in the points at the Jollarepett Station.

From T. H. GOING, Esq., Acting Chief Engineer, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 24th April 1873, No. 250.

CONSULTING Engineer's letter, No. 263, of 12th March.

These points have been most carefully examined by the Resident Engineer in Company with one of our most competent Inspectors, and are reported to me to be in perfect working order.

2. I do not, therefore, consider it advisable to effect any alteration in them.

SUBMITTED to Government with reference to the Order of Government, No. 1,401, dated 21st May 1873.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for Consulting Engineer for Railways.

No. 132. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 7th July 1873, No. 353.

In compliance with the request contained in your memorandum, No. 61, dated the 11th ultimo, I have the honour to return the tracing of the Jollarepett Station ground, showing the exact spot at which the engine left the rails upon the 9th January 1873.

2. I have carefully examined the "points" at which the accident occurred. They are situated upon an 18-chain curve; but, under the circumstances, this is unavoidable. There does not seem to be any unusual difficulty in working them; and, with proper care on the part of the pointsman, there should be no possibility of an accident. Owing to the position of the curve, within the station yard, it is always passed over by trains at a slow pace; and in laying the line the super-elevation given to the outer rail was too great. This fault is now being corrected. The points themselves are a good deal worn, and might well be replaced by new ones. I understand from the Resident Engineer that this will soon be done.

X/Recd
J.H.M. Shaw-Stewart
4/8/73
23/8/73

No. 133. ORDER THEREON, 9th August 1873, No. 1,983.

RAILWAY, No. 16.

THE attention of the Government has been attracted by the apparent frequency of accidents at the Jollarepett

Station lately reported for their information by the Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
9th August 1873.*

2. On the 9th January last an engine appears to have gone off the rails at points declared by the Assistant Traffic Manager to be badly situated and difficult to work, another engine having on a former occasion unaccountably left the rails there. The matter was not reported to Government for nearly four months, and then without information as to any steps having been taken to remedy a defect complained of by one of the Company's own officials. The Government were subsequently given to understand that the Chief Engineer, Resident Engineer, and an Inspector positively contradict the opinion expressed by him.

3. Again it was reported that wagons got off the line on the 11th and 14th April at points which turn out to be practically identical with that at which the engine went off on the 9th January, the accidents being then attributed to the wagon axles being bent and gauge of the rails at the place too wide.

4. The subject does not appear to have attracted the notice of the Consulting Engineer until his attention was pointedly called to it by Government. The further reports show that the warning of the Assistant Traffic Manager was improperly neglected, and the dictum of the Engineer Department, that the points were in perfect working order requiring no alteration, too unhesitatingly accepted. It is evident that no very serious accident has occurred simply because the position of the curve on which the points occur, within the station yard, involves their being always passed over at a slow pace. But the outer rail is now admitted to have been originally laid too high, and the points themselves to require renewing. These defects are being removed, and His Excellency the Governor in Council trusts that no further accident will occur, showing these precautions to be insufficient.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Erd. S. T. Austin.

Spare Copies.

*Addenda to the papers recorded with G. O., No. 1,933, of the 9th August
1873.*

*Proceedings of the Madras Government, Public Works Department,
8th May 1873.*

Read the following papers:—

Endorsement of the Consulting Engineer for Railways, dated Madras, 25th April 1873, No. 233.

From T. H. GOING, Esq., Acting Chief Engineer, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 21st April 1873, No. 244.

THE Resident Engineer of the 2nd Division, South-West Line, reports that on the night of the 11th instant, a Great Southern of India wagon got off the line at Jollarpett, and was dragged along the ballast for about 40 yards. Two slide chairs were broken and some tie-bars bent. On the 14th instant, Madras Railway high sided open goods No. 714 got off the line near the same place, breaking three pots and two tie-bars. He attributes the accident to the fact that the axles of both wagons were bent and the gauge at this place too wide owing to both cotters being placed inside. I have given orders to have this corrected.

To the Consulting Engineer for Railways for information. The attention of the Locomotive Superintendent has been directed to this subject.

(Signed) J. W. MELLIS,
22nd April 1873. *for Acting Agent and Manager.*

SUBMITTED for the information of Government.

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

ORDER THEREON, 8th May 1873, No. 45.

THE Consulting Engineer will ascertain and report the precise locality where these accidents occurred.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Endorsement of the Consulting Engineer for Railways, dated Madras, 2nd June 1873, No. 302.

From J. W. MELLIS, Esq., for the Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Madras, 30th May 1873, No. 380.

IN accordance with the request contained in your letter No. 447 of the 14th instant, I have the honour to forward, herewith, a tracing of the Jollarpett Station ground on which the Acting Chief Engineer has marked with a red cross the place at which the wagons got off the line on the 11th and 14th ultimo.

*Proceedings of the Madras Government, Public Works Department,
8th May 1873.*

SUBMITTED for the information of Government, with reference to the Order of Government, No. 45, dated 8th May 1873.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for Consulting Engineer for Railways.

N^o 281

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 25th April 1873.

From

William Rowland Wright Esq.
Acting Agent and Manager. of the M. R. Co.

To

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

Sir,

With reference to your letter of 26th of the 12th ultimo, I have the honour to enclose you a copy of the Acting Chief Engineer's letter of 25th dated yesterday from which you will learn that the Comr. does not think it desirable to make any alteration in the points at the Jallavipatti station.

I have the honour to be,
Sir,
Your most Obedient Servant.



Acting Agent & Manager.

1
MADRAS Railway Company
Chief Engineer's Office
No 250.
MADRAS 24th April 1873.

The Acting Agent & Manager,
Dear Sir,
Consulting Engineer's letter No. 263 of
12th March.

These points have been most
carefully examined by the Resident
Engineer in company with one of our most
competent Inspectors and are reported
to me to be in perfect working order.

2. I do not therefore consider it
advisable to effect any alteration in
them.

Yours faithfully
W. J. H. Faring
Ag. Chief Engineer

(True Copy)

J. H. Nellis
for the Acting Agent & Manager.

Wm

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 25th April 1873.
Recd. 26th

No. 261.

Indemnity certificate
affairs and the stationing
of the Engineer's report
on the alterations and in
the points at the
St. Lawrence Station.

P. N. 3235/73.

N^o 301

Submitted to
Government with reference to the order
of Government N^o 1401 dated 21st May
1873.

Madras
2nd June 1873 }

W. Markes St. R.E.
for Cons: Engineer for Railways

See Markes

P. M. 323573
M. 9 - 323573
131

My dear Mr. Johnson
 Referring to the
 order of Government
 1983 of 9 Aug. 1873
 with you be so good
 to let me have
 tracing of the follo.
 the station sent
 in our letter n° 353
 17 July 1873.
 Yr. Servant
 J. L. Shaw

P. M. 1873 10 Sept.
 P. M. 1901 10 Sept.
 P. M. 3235.

From.
 The Rev. Eugene
 for Railway.

Noted 20 June 1873.
 Recd 30 June 1873.

Lm. 2. No. 501.

Andrew M. King
 Paper regarding
 the growth of the
 station at
 Ashcroft.

C. B. 131
 10 Oct 1873

C. B. 1983. 9th Aug. 1873.

13

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 353

From

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

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In compliance with the request contained in your memorandum N^o 61, dated the 11th ultimo, I have the honour to return the tracing of the Tollarpett station ground, showing the exact spot at which the engine left the rails upon the 9th January 1873.

2.

Stewart has asked
me to write for the
J. J. Stewart Co.
relating to the
the Commission
days from the
your money
to the bank
of the
and the
of the
of the

2 I have carefully examined the "points" at which the accident occurred. They are situated upon an 18-chain curve; but under the circumstances this is unavoidable. There does not seem to be any unusual difficulty in working them; and, with proper care on the part of the pointman, there should be no possibility of an accident. Owing to the position of the curve, within the station yard, it is always passed over by trains at a slow pace; and in laying the line, the super-elevation given to the outer rail was too great.

This

This fault is now being corrected. The points themselves are a good deal worn, and might well be replaced by new ones. I understand from the Resident Engineer that this will soon be done.

I have the honour to be,

Sir,
Your most Obedt. Servant

Wm. McCourt Secy. C. & P. R.

Secy. for Railways

Madras
7 July
8th/873
Bent.

Pub. Works Department
 A# 1983
 Proceedings of the Honors Govt
 under date the
 From the Engineer for Prop (H.R. No. 301 of 2 June 73)
 No - No - 353 of 7 July 73

The attention of
 the Government has
 been attracted by
 the apparent frequen-
 cy of accidents at
 the Jollaspett station
 lately reported for
 their information by
 the Consulting Engineer
 for Railways.

P. R. 1873.3.10
 Prop of Honors Govt
 RAILWAY DEPARTMENT
 1873.
 No. 3834.
 From
 The Consulting Engineer
 for Railways,
 To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.
 Dated 7/8/73
 Recd. 8/1/73
 1873.

No. 363
 From: 1. to the
 + 1. of and
 for the
 of the Jollaspett station
 ground, showing the
 exact spot at which
 the engine left the rails
 upon the 9 January 1873.
 A# 1983.9.1 due 16/73

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and then without

Doc 10 to 1000 8 20 11 73

Doc 10 to 1000 8 20 11 73

information as to
any steps having been
taken to remedy a
defect complained of
by one of the Com-
pany's own officials.
The Government were
subsequently given
to understand that
the Chief Engineer, Resi-
dent Engineer, and
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opinion expressed
by him.

Again it was
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January, the acci-
dents being then
attributed to the
waggon axle being
bent and gauge of
the rails at the place
too wide.

The Consulting Engineer would not appear to have given the subject does not appear to have attracted the notice

of the Consulting Engineer

The further reports show that

the matter as much
consideration as it
required until his
attention was ~~drawn~~

persistently called to
it by Government

(in whose opinion)

the warning of the
Assistant Traffic

Manager was im-
properly neglected,

and the dictum
of the Engineer Depart-

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were in perfect work-

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It is evident that

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passed over at a

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outer rail is now

admitted to have been

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high, and the points

These defects are
being removed and

themselves to require
renewing. His Ex-

cellency the Governor

in Council sincerely

trusts that no further

accident will occur.

Showing these pre-

-cautions to be in-

-sufficient -

G.M.W.

30

To,
The Chief Engineer
for Railways

S. Cooper dated 16/8/78
Addenda — 9/9/78

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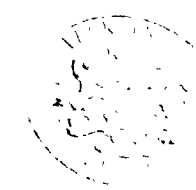
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The examination of the
papers I observe that the
Consulting Engineer addressed
a letter on the subject of
this accident on the
(if not he was informed
on the 13 January) on the
18th January. In this
the agent would seem
to have replied on the
11th March.

The delay at this point seems
to have been caused by
the agent.
The question of altering the

M. C. the Governor in Council
observes that although the report
of the accident that occurred
at the Jallarpur Station was
on the 9th January last was
forwarded to the Com. Engr.
on the 13th idem, it is not
laid before Government until
the 1st May. No explana-
tion is furnished of the
delay. Now are the
Govt informed whether the
Cause to which the accident
is attributed has been
removed. A further report

Depart at 10
Glasgow 10.15.1900

on these grounds will be

avoided:

Lyman

points or otherwise remedying

The defect we remark

was referred to the Chief

Engineer of the Company

Turned simply ask.

What remedy has been

applied. MM

10-11-68

[Faint handwritten notes at the bottom of the page]

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

9-22-66

James H. ...

• All on (1234).

John P.

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Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains.

[Illegible handwritten signature]

1931

100

Mr. 323543834
Govt. of 1873 Madras.
PUBLIC WORKS.

To the Consulting Engineer
for Railways

Dated

Recd.

Encl. 2

G. O. 9th Aug 83. No. 1983.

Nos. 131 @ 133.

To Harpet Station,
Madras Railway.

Reporting on
letters from the Eng.
Eng. relating to the
accidents which
happened at the Station.