

(1) Number of pages 10

(2) Date of repair 13-4-43

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. <u>1894</u>	Press <u>Mis.</u>
<u>533-536</u>	
Dated <u>25. 6. 1867.</u>	

Not to be folded or roughly handled

10/11

*Proceedings of the Madras Government, Public Works Department,
25th June 1867.*

No. 533 Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 17th June 1867, No. 180:—

Read the following letter from the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 12th June 1867, No. 2,333.

1. I regret I have to report, for the information of Government, a narrow escape from a serious accident on this Railway.

2. On the 5th instant, the Driver of No. 3 Train when rounding the curve at 2 m. 10 c. of the Errode extension (near Trichinopoly Fort Station) came in sight of a trolley on the line a short distance before him. He at once reversed his engine and applied the breaks, but could not stop the train before it came up to the trolley and passed over one of its wheels. Fortunately the passenger train kept the rails, and none of the people who were on the trolley were injured, though two of them narrowly escaped being run over.

3. The precautions prescribed under Rules 15 and 16, page 77 of the book of Rules, were not attended to. No red flag had been sent in advance nor behind the trolley, nor had any permission been obtained from the Inspector of the District, or notice sent to the Station Master.

4. From the inquiry which has since been made into this matter, I learn that the trolley in question was a new one, and had not before been used. It was placed

* At public road crossing near Chief Engineer's Office on the line* By Engineering Store-keeper Mari Chetty's orders, although the Workshop Time-keeper told him the trolley was a new one, was not greased, and would not run well.

5. The Gate-keeper at the level crossing objected to the trolley being placed on the line, as it was near train time, but Mari Chetty overruled him.

6. Mari Chetty denies these charges, and throws all responsibility on the Workshop Time-keeper, and the statements of the other men who were present uphold the charges.

7. The Chief Engineer telegraphs to me that he has fined the Store-keeper and the Time-keeper Rupees 10 each for infringing rules, with severe caution for the future. Such a reckless (if not wilful) disregard of human life deserves, however, in my opinion, to be dealt with in a Court of Justice. Will you please let me know if Government consider this a case which the interests of the public require should be prosecuted under the Railway Act.

1 Submitted to Government.

2. I agree with the Agent and Traffic Manager in considering the punishment inflicted by the Chief Engineer on his subordinates inadequate to the serious offence of which they have been guilty, and in anticipation of the orders of Government, I have informed him that they should be prosecuted under the Railway Act.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

being run over.

*Proceedings of the Madras Government, Public Works Department,
25th June 1867.*

No. 534.

ORDER THEREON, 25th June 1867, No. 1,894.

RAILWAY, No. 39.

The Government approve of the
course adopted by the Consulting Engi-
neer.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

No. 2333

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM

18th June 1867

From

THE AGENT

Great Southern of India Railway,

To

*The Consulting Engineer for Railways,
Madras.*

SIR

*I regret I have to report, from
the information of Government, a
narrow escape from a serious
accident on this Railway.*

*On the 5th Inst the Driver of
No. 3 train when rounding the curve
of ~~the~~ at 2.10 of the Grade Extension
(near Puchinopoly Tiro Station) came
in sight of a trolly on the line a
short distance before him. He at
once reversed his engine and applied
the breaks, but could not stop the
train before it came up to the trolly
and passed over one of its wheels.
Fortunately the passenger train kept
the rails and none of the people
who were on the trolly were injured,
the two of them narrowly escaped
being run over.*

*The precautions prescribed under
rules 15 and 16 page 77 of the Book*

of Rules were not attended to. No red flag had been sent in advance, nor behind the trolley - nor had any permission been obtained from the Inspector of the District, or notice sent to the Station Master.

From the inquiry which has since been made into this matter I learn that the trolley in question was a new one and had not before been used. It was placed on the line by Engineering Storekeeper Mari Chetty's order, altho' the Workshop Foreman told him the trolley was a new one, was not greased, and would not run well.

The Foreman at the level crossing objected to the trolley being placed on the line, as it was near train time, but Mari Chetty over-ruled him.

Mari Chetty denies the charges and throws all responsibility on the Workshop Foreman, but the statements of the other men who were present uphold the charges.

The Chief Engineer telegraphs home that he has fined the

as public
road crossing
near Chief
Engine's Office

13
Storekeeper and the Foreman
expens ten each for infringing
rules with severe caution for the
future. Such a reckless (if not
wilful) disregard of human life
deserves however in my opinion
little dealt with in a court of
law. Will you please let
me know if Government consider
this a case which the interests
of the public require should be
prosecuted under the Railway
Act.

I have the honor to be
Sir,
Yours &c
William H. B. Esq.

over - and - George!

No. 180.

Submitted to Government.

I agree with the Agent and

traffic manager in considering the punishment inflicted by the Chief Engineer on his subordinates inadequate to the serious offence of which they have been guilty, and in anticipation of the orders of Government, I have informed him that they should be prosecuted under the Railway Act.

Madras
17th June
1867

J. Anderson Lieut. Colonel R.E.
Consulting Engineer
for Railways

To
The Secretary to Government
Public Works Department
Fort Saint George.

1865 6357
To the Agent & Traffic
Manager
12 June 1867
Received
According for the
information of Govt
& various people
from a letter
received

MS 2284/1867

Ci

1874
1894

The Government
approve of the course
adopted by the Council
Engineer - N.

CLB

Ref. S. J. J.

South Georgia
25th June 1867

Recd 24/6/67

Pro: of Govt. for June 1867
2204
RAILWAY DEPARTMENT.

From
The Consgr. Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

Dated *17th* June 1867.
Received *18th*
No. 180
Enclosures, No. *one*.

*Observations
on a letter from the Asst.
Traffic Manager G. I.
7th Ry, reporting a narrow
escape from a serious
accident -
20 1864 - 25th June 1867
With an*

No. 533 - 534

21st June 1867 P. 24th