M.R.O. 1—77,006—8-6-37.

(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. 3028 Press ~~Mis.~~

709-10

Dated 27. 8. 1867.

Not to be folded or roughly handled

No. 709. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 23rd September 1867, No. 260 :—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th September 1867, No. 325 :—

1. Adverting to my letter of the 30th ultimo, No. 302, I have the honor to submit the following account of the damage sustained by the permanent way and rolling stock, through the pilot engine working on the Salt Cotaur branch having got off the rails when returning from the junction with the Main Line, on the morning of that date.

Damage to Rolling Stock.

Engine No. 21—life guards bent.

Break Van—2 foot boards, 2 iron steps, 1 head stock, 1 oil axle box, and 1 draw bar broken, 1 buffer rod and axles bent.

Damage to permanent way.

7 Pots,
1 Tie-bar to pots,
1 Check rail,
1 Check rail chair,
1 Tie-rod,
1 Connecting rod,
} broken.

2. The Pointsman alleges that the connecting rod of the points was cracked, and that the accident arose from that cause.

3. It appears that after the accident the connecting rod was immediately repaired by the Engineering department, and as on inspection it has been found that the weld was made at that part of the rod which the Pointsman alleges was previously cracked, the truth of his statement is so far confirmed.

4. Taking all the circumstances into consideration, I am of opinion that the Pointsman will be sufficiently punished by suspension from duty for one month.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 21st September 1867, No. 338.

1. In reply to the observations contained in your letter of the 19th instant, No. 215, I have the honor to state, that I was present at the examination of the Pointsman, arising out of the recent accident on the Salt Cotaur branch, and from the evidence elicited, am of opinion that he was not the immediate cause of the mishap.

2. If the statement of this man, who has been in the service for eight years, and has throughout borne a good character, is to be believed, he was aware before the occurrence of the accident, that the connecting rod was cracked, but on his calling the attention of the Gang Maistry to the circumstance, he was informed that it was so trifling that it did not matter, but whether this is so or not the Pointsman should have reported the fracture to the Junction Superintendent, his immediate superior, instead of satisfying himself with doing so, simply to the Gang Maistry. For this neglect of the rules of the Company, the Pointsman was instantly suspended from pay and duty, and remains so to the present time, but it is not my intention to prosecute him, as it is much easier to dispense with the services of good men, than to find efficient substitutes, and a warning of this

Proceedings of the Madras Government, Public Works Department, 27th September 1867.

nature is likely to have a beneficial effect on his future career. The Traffic Manager informs me that we experience difficulty in enlisting men as Pointsmen, and if we were, except in cases of the grossest kind, to visit offences with heavy penalties, our difficulty would be considerably enhanced.

3. Adverting to the remarks in the concluding paragraph of your letter, I would observe that it is the duty of every Pointsman to examine the points under his charge before any engine or train passes through them, and as I have reason to believe that this order is strictly adhered to, I do not deem it necessary to issue further instructions on the subject, the rules of the Company being, in my opinion, ample in this respect.

4. I have written at length on this subject in order to satisfy you that I fully inquired into the matter at the time, but as the connecting rod was immediately welded, it was almost impossible to determine the nature of the fracture prior to the accident, and upon the solution of this question the case hinged.

Submitted for the information of Government, with reference to G. O. No. 2,796, dated 11th September 1867.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

No. 710. ORDER THEREON, 27th September 1867, No. 3,028.

RAILWAY, No. 46. Ordered to be recorded.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augistin.

No. 3257.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, September 19th 1867.

From

R. B. Elwin Esqre,

Agent and Manager. of the M.R.Co.

To

Major J. H. M. Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

Adverting to my letter of the 30th ultimo, No 302, I have the honor to submit the following account of the damage sustained by the Permanent Way and Rolling Stock, through the Pilot Engine working on the Red Hills Branch having got off the rails when returning from the Junction with the Main Line, on the morning of that date.

Damage to Rolling Stock

Engine No 21 —— Lift guards bent.
Break Van —— 2 foot boards, 2 iron steps
1 head stock, 10 Axle box
and 1 draw bar broken - Buffer
Rod and Axles bent.

Damage to Permanent Way.

7 Pots,
1 tie-bar to pots,
1 Cheak pair,
1 Cheak pair chairs,
1 tie-rod,
1 Connecting rod.
} broken.

2. The Pointsman alleges, that the connecting rod of the points was cracked, and that the accident arose from that cause.

3. It appears that after the accident the connecting rod was immediately repaired by the Engineering Department, and on inspection, it was seen found, that the weld was made at that part of the rod which the Pointsman alleges was fraudulently cracked, the truth of his statement is so far confirmed.

4. Taking all the circumstances into consideration, I am of opinion that the Pointsman will be sufficiently punished by suspension from duty for one month.

I have the honor to be,
Sir,
Your most obed't Servant,
Walter F. Hooper
for Agent and Manager

Copy

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 16th September 1867.
Recd.

No. 338.

Reporting the Amount of Damage sustained by the Permanent Way & Rolling Stock, owing to the recent accident on the Salt Loam Branch, on the 14th Instant.

&c.

No. 338

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, September 21st 1867.

From

R. B. Elwin Esqre.,

Agent and Manager. of the M Ry

To

Major J. H. M. Shaw-Stewart RE.

Acting Consulting Engineer for Railways.

Sir,

In reply to the observations contained in your letter of the 19th instant, No 225, I have the honor to state, that I was present at the examination of the Pointsman, arising out of the recent accident on the Salt Loam Branch, and from the evidence elicited, am of opinion, that he was not the immediate cause of the mishap.

2. If the Statement of this man who has been in the service for eight years, and has throughout borne a good Character, is to be believed, he was aware before the occurrence of the accident, that the Connecting Rod was Cracked, but on his calling the attention of the Gang Mastry to the circumstance, he was informed, that it was no Matter that it did not matter -, but whether that is so or not, the Pointsman should have Reported the fracture to the Junction Superintendent, his immediate Superior, instead of satisfying himself with doing so, Simply to the Gang Mastry. For

thus

this neglect of the rules of the Company, the Pointsman was instantly suspended from pay and duty, and remains so to the present time, but it is not my intention to prosecute him, as it is much easier to dispense with the services of good men, than to find efficient substitutes, and a warning of this nature is likely to have a beneficial effect on his fellow Clerks. The Traffic Manager informs me, that we experience difficulty in enlisting men as Pointsmen, and if we were, except in cases of the grossest kind, to visit offences with heavy penalties, our difficulty would be considerably enhanced.

3. Adverting to the remarks in the concluding paragraph of your letter, I observe, that it is the duty of every Pointsman to examine the Points under his charge before any Engine or train passes through them, and as I have reason to believe, that this order is strictly adhered to, I do not deem it necessary to issue further instructions on the Subject, the rules of the Company being in my opinion, ample in this respect.

4. I have written at length on this Subject in order to satisfy you that I fully enquired into the matter at the time, but as the connecting Rod was immediately welded, it was almost impossible to determine the

Nature

5

nature of the fracture prior to the accident, and upon the solution of this question the case hinged.

I have the honor to be,
Sir,
Your most obedient Servant.
Robt. G. Lewis
Agent and Manager.

Exhibit

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

P W 3655/69

Dated September 21st 1869

Recd. 23-

No. 338.

Stating that in the opinion of the Agent & Manager, the Commission was that the immediate cause of the accident which took place on the Salt Sahara Branch on the 30th ultimo —

Proc: of Govt for Sept.
1867 No 3633

RAILWAY DEPARTMENT.

From

The Consg. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 29th
Received 1st } September 1867.

No. 260

Enclosures, No. 2

No 3028 27th Sept 67

Submitting for information, two letters from the Agent & Manager of the G. I. P. Ry, explaining the damage sustained by the Permanent Way through the Pilot Engine working on the Kalk Colaur Branch.

With an order

To Supt Cons Engr for Railways.

Fort St George
27th Sept 1867

Rec'd 30/9/67

Rec'd 30th Sept 1867 No 3028

No. 709-710

C. 25th Sept 1867 Dd. 26th