

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Police DEPARTMENT.

G.O. No. 3702	Press ~~Mis.~~
563-64	
Dated 26. 11	1868.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
26th November 1868.*

No. 563. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th October 1868, No. 393:—

To Agent Great Southern of India Railway,
No. 262, dated 28th September 1868.
From Agent Great Southern of India Railway,
No. 2,752, dated 1st October 1868.
To Major Hessey, No. 414, dated 5th Oct. 1868.
From Major Hessey, No. 884/305, dated 10th
October 1868.
To Agent Great Southern of India Railway,
No. 280, dated 13th October 1868.
From Agent Great Southern of India Railway,
No. 2,773, dated 21st October 1868.

* 28th September.

1. I have the honor to submit, for the orders of Government, the correspondence regarding a Driver named Pooley, who is said to have been so drunk at Erode Station on the morning of the 24th June 1868, that it was necessary to move him by force from the engine of the passenger train of which he was in charge.

2. On hearing of the occurrence,* I requested the Agent and Traffic Manager of the Great Southern of India Railway to let me know what punishment had been awarded to the Driver. Mr. Betts, in his reply, quotes from the Locomotive Superintendent's report as follows:—"The language Pooley used, as reported to me by the Station Master, was not that of a drunken man, and I repeat I do not think he was in liquor at all." I then forwarded† to the Agent a report of the circumstance by Major Hessey, Deputy Superintendent of the Revenue Survey, in which he expresses his "firm belief that the man was under the influence of liquor, and totally unfit to be put in charge of a train," and inquired what measures had been taken to prevent the re-occurrence of scenes such as are described by Major Hessey. In reply, the Locomotive Superintendent says that he is convinced that Pooley was not in liquor at all, but very excited at being taken from his engine. Mr. Sheward has pointed out to the Driver how unwise he was to behave so violently, but has not punished him in any way.

3. Had Driver Pooley been prosecuted, it is probable that he would have been convicted on the evidence of Major Hessey, Mr. Carter, the Station Master of Erode, and the Fireman of his own engine, under clause 25, 26, 27 or 28 of the Railway Act of 1854, or under clause 73, 74, 75 or 76 of the Indian Railway Act of 1867, it is certain that he should not have been permitted to resume his duties as a Driver until satisfactory proofs of his innocence had been adduced. It would seem advisable, in order to protect the lives of the travelling public, that the Agent and Traffic Manager be instructed to submit, for the information of Government, reports of all cases in which servants of the Locomotive Department of the Great Southern of India Railway may be accused of acts calculated to endanger passengers.

From the Acting Consulting Engineer for Railways, to the Agent and Traffic Manager of the Great Southern of India Railway, dated Madras, 28th September 1868, No. 262.

It having been brought to my notice that a Driver named Pooley, employed on the Great Southern of India Railway, was so drunk at Erode Station on the morning of the 22nd September 1868, that it became necessary to move him by force from the engine of a passenger train of which he was in charge. I have the honor to request that you will be good enough to let me know what punishment has been awarded to Pooley.

*Proceedings of the Madras Government, Public Works Department,
26th November 1868.*

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways,
dated Negapatam, 1st October 1868, No 2,752.

I have the honor to state, in reply to your No. 262, that no servant of this Company was reported drunk at Erode Station "on the 22nd September 1868." There is evidently a mistake in the date. Driver Pooley was reported by the Station Master, Erode, to have been under the "influence of liquor on the morning of the 24th June last;" and on my calling upon the Locomotive Superintendent to make strict inquiry, and report upon the subject, Mr. Sheward thus concludes his remarks:—"The language Pooley used, as reported to me by the Station Master, was not that of a drunken man, and I repeat I do not think he was in liquor at all."

From the Acting Deputy Consulting Engineer for Railways, to Major W. H. HESSEY, Deputy Superintendent of Revenue Survey, Coimbatore, dated Madras, 5th October 1868, No. 414.

1. I am given to understand that you were at Erode Station on the 24th June last, when a Driver of the Great Southern of India Railway was found to be so drunk as to be incapable of managing his engine.

2. As in reply to a letter from this office, the Locomotive Superintendent states that he does not think the man was in liquor at all, I have the honor to request that you will favor me with your account of the circumstance.

3. I presume that the Agent of the Great Southern of India Railway has not written to you on the subject.

From Major W. H. HESSEY, Deputy Superintendent, No. 1 Revenue Survey, to the Acting Deputy Consulting Engineer for Railways, dated Coimbatore, 10th October 1868, No. 884-305.

On the day mentioned I was a passenger from Coimbatore to Caroor. I met the Assistant Traffic Manager, Mr. Carter, at the Erode Station. He drew my attention to a man who was following the Station Master up and down the platform, and said, "look there, your Driver has been obliged to be removed from the engine as he is drunk. They have telegraphed to know whether the Shunter can be trusted to take you on or not." I mention this, as if I had not known that the Assistant Traffic Manager was fully aware of the state of the Driver, I should have thought it my duty to have reported the circumstance.

The Driver continued following the Station Master up and down, for more than an hour, repeating "let me go Station Master, let me go, you are ruining me for life," and occasionally appealing to by-standers to persuade the Station Master to allow him to go on. At last he went forward, jumped on his engine, and started her. The Shunter, who was on the engine, immediately shut off the steam, and put on the brake. The Driver was induced to get down. The Driver had put on steam without any permission from the Station Master, or signal from the Guard.

The Shunter, who was in charge of the engine, shortly afterwards started the train in the regular manner.

The Driver seeing the train start, jumped on the foot-board of a carriage and held on. The Station Master immediately gave the signal to stop the train. The train was stopped, the Driver got down and breaking away from the Station Master, who would have detained him, ran forward and clambered on the engine. Seeing him start, I immediately jumped out of the carriage in which I was, and ran forward with the Station Master, with the intention of lending him assistance if necessary. The Driver, immediately he got on the engine, put on steam. It appeared to me that he put on full steam, and that the driving wheel, unable to bite the rail at that pace, spun round without moving the train materially. The Shunter promptly jammed the lever over again.

The Station Master got on the engine, and tried to persuade the Driver to get down. The Driver squared up at him in a drunken manner, but did not, that I saw, strike him. The Driver was

*Proceedings of the Madras Government, Public Works Department,
26th November 1868.*

dragged from the engine by natives and held fast. I returned to my carriage, and as the train went away, I saw the man still fast held by the Station Porters. I have no hesitation in saying that it is my firm belief that the man was under the influence of liquor, and totally unfit to be put in charge of a train. I have since that time travelled in a train driven by the same individual.

On expressing to the Station Master at Erode my surprise at the man being still in employ, he informed me that the man had not only *not been punished*, but had actually been promoted from Acting Driver to Full Driver. The Agent of the Great Southern of India Railway has not written to me on the subject of the charge made against the Driver.

From the Acting Consulting Engineer for Railways, to the Agent and Traffic Manager of the Great Southern of India Railway, Negapatam, dated Madras, 13th October 1868, No. 280.

I have the honor to forward to you (with reference to correspondence in margin) a copy of a letter from Major Hesse, regarding the condition of Driver Pooley on the 24th of June last.

To Agent Great Southern of India Railway, No. 262, dated 28th September 1868.
From Agent Great Southern of India Railway, No. 2,752, dated 1st October 1868.
To Major Hesse, No. 414, dated 5th October 1868.
From Major Hesse, No. 884-305, dated 10th October 1868.

2. I beg that you will be good enough to inform me, at an early date, of the measures that have been taken to prevent the recurrence of scenes such as are described by Major Hesse.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 21st October 1868, No. 2,773.

I referred your letter, No. 20, of the 13th instant, to the Locomotive Superintendent of this Company, and have now the honor to send you the attached copy of his reply, on the subject of Driver Pooley's excited behaviour at Erode on the 26th June last.

From the Locomotive Superintendent, to the Agent of the Great Southern of India Railway, dated Negapatam, 21st October 1868, No. 1,164.

Consulting Engineer's No. 280.

Major Hesse's report seems to point, not so much at Pooley's being drunk, as to his behaviour when stopped by Erode Station Master. My previous letters have expressed my conviction that he was not in liquor at all, but very excited at being taken from his engine, when the consequences would have been, as he said, "to ruin him." I have talked very seriously to him, pointing out how unwise he was to behave so violently when the Station Master forbade him taking his train. From his previous conduct I am satisfied it will not re-occur. This is the second instance in which the Erode Station Master brought unfounded charges of drunkenness against Company's servants.

No. 564. ORDER THEREON, 26th November 1868, No. 3,702.

RAILWAY, No. 33.

1. Before passing final orders on the subject of these papers, the Consulting Engineer for Railways will be requested to obtain from the Assistant Traffic Manager, and from the Station Master at Erode, a statement of the circumstances under which Driver Pooley was originally ordered to leave his engine on the 24th June last, and to ascertain from the Agent and Manager of the Great Southern of India Railway, whether Pooley has been since employed as a Driver, and, if so, whether, as would appear from these papers, he has been promoted.

Proceedings of the Madras Government, Public Works Department,
26th November 1868.

2. Major Shaw Stewart will also ascertain and report, how many charges of drunkenness have been preferred by the Station Master at Erode against Drivers during, say, the last six months.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd S. T. Augustin.

Railway Department

Consulting Eng^r Office.

N^o 262

From

Lieut Col H. D. Prendergast V.C.B.E.
Acting Consulting Eng^r for Railways

To

The Agent and Traffic Manager -
Great Southern of India Railway
Mysorepatnam

Sir

It having been brought to my notice that a driver named Pooley employed on the Great Southern of India Railway was so drunk at Erode Station on the morning of the 22nd September 1868 that it became necessary to move him by force from the engine of a passenger train of which he was in charge. I have the honor to request that you will be good enough to let me know what punishment has been awarded to Pooley.

I have &c &c

Madras
28th September 1868

[Signed] H. D. Prendergast V.C.B.E.
Acting Consulting Eng^r for Railways

[True Copy]

H. D. Prendergast Lieut Col V.C.B.E.
Acting Consulting Eng^r for Railways

repeating in the most anxious manner, for me go
you.

No. 2752

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGATIVE

21st October 1868

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer

for Railways

SIR,

Madras

I have the honor to state, in reply
to your No. 262, that a servant of his
Company was reported drunk at Erode
station on the 22nd September 1868. There
is evidently a mistake in the date.
Driver Pooley was reported, by the
Station Master, Erode, to have been
"under the influence of liquor on the
morning of the 24th June last"; and
on my calling upon the Locomotive
Superintendent to make strict inquiry
and report upon the subject, Mr
Sheward thus concluded his remarks;

"The

repeating some of your own remarks, I am, Sir,

Yours

89/10/1868

27/10
'The language Pooley used, as reported to me by the Station Master was not that of a drunken man, and I repeat I do not think he was in liquor at all'

I have the honor to be

Sir

Your most obedient servant

William Lindsay

Agent

to the

Great Southern of India

Railway

at

Coimbatore

27/10/88

to the

Station Master

Coimbatore

27/10/88

Railway Department

Consulting Supt. Office.

No 414

From

Captain J. G. Lindsay B.E.

Actg Dy Consulting Supt for Railways

To

Major W. H. Hersey

Dy Supt Revenue Survey

Coimbatore

Sir

I am given to understand that you were at Erode Station on the 24th June last when a Driver of the Great Southern of India Railway was found to be so drunk as to be incapable of managing his engine.

As in reply to a letter from this Office the Escompline Superintendent states that he does not think the man was in liquor at all. I have the honor to request that you will favor me with your account of the circumstance.

I presume that the Agent of the Great Southern of India Railway has not written to you on the subject.

Madras
5th October 1888

I have &c &c
Signed J. G. Lindsay Captain B.E.

True Copy

W. H. Hersey Lt. Col. V.C.B.E.

Acting Consulting Supt for Railways

repeating let me go station master, let me go.
you.

No. 884
305

From:

To:

Sir,

Rev. Survey office of
Combitone
10th October 1868.

Major W. H. Hesse
Deputy Supdt. Genl. Rev. Survey.

Captain J. G. Lindsay R.C.
As Deputy Cons. Engineer for Railways.

Reference. your letter No. 414 regarding
a driver of the G. S. & Railway
said to have been drunk and incapable
of managing his Engine on the 24th of
June last.

On the day mentioned I
was a passenger from Combitone
to Laroo. I met the Asst.
Traffic Manager Mr. Carter
at the Crode Station. He drew

my attention to a man who was following the station
master up and down the platform, and said
"look there, your driver has been obliged to be re-
moved from the Engine as he is drunk. They have
telegraphed to know whether the Shunter can be
trusted to take you on or not." I mention this,
as if I had not known that the Asst. Traffic
Manager was fully aware of the state of the driver,
I should have thought it my duty to have reported
the circumstances.

The driver continued following the station
master up and down for more than an hour
repeating "let me go station master, let me go."
you.

1868/10/19

you are ruining me for life" and occasionally appealing to by standers to persuade the station master to allow him to go on. At last he went forward jumped on his Engine and started her. The Shunter who was on the Engine immediately shut off the steam and put on the Brake. The driver was induced to get down. The driver had put on steam without any permission from the Station master or signal from the Guard.

The Shunter who was in charge of the Engine shortly afterwards started the train in the regular manner.

The driver seeing the train start jumped on the foot board of a carriage and held on. The station master immediately gave the signal to stop the train. The train was stopped, the driver got down and backing away from the station master who would have detained him, ran forward and clambered on the Engine. Seeing him start, I immediately jumped out of the carriage in which I was and ran forward with the station master with the intention of lending him assistance if necessary. The driver, immediately he got on the Engine, put on steam, it appeared to me that he put on full steam and that the driving wheel unable to bite the rail

rail at that pace spun round without moving the train materially. The Shunter promptly jammed the lever over again.

The station master got on the Engine and tried to persuade the driver to get down. The driver squared up at him in a drunken manner but did not that I saw, strike him. The driver was dragged from the Engine by natives and held fast. I returned to my carriage and as the train went away I saw the man still fast held by the station master. I have no hesitation in saying that it is my firm belief that the man was under the influence of liquor and totally unfit to be in charge of a train. I have since that time travelled in a train driven by the same individual.

On expressing to the Station master at Crode my surprise at the man being still in employ he informed me that the man had not only not been punished but had actually been promoted from Acting driver to full driver. The agent of the G. S. I. Railway has not written to me

on

on the subject of the charge made against
the driver.

I have the honor to be

Sir

Your most obedt servant

W. H. Hervey Major

Deputy Supt. No 1 Rev. Engr.

Per.

Railway Department

Consulting Engr. Office

No 280

7

From

Deut. Col. H. N. D. Prendergast V.C.B.E.
Acting Consulting Engineer for Railways

To

The Agent and Traffic Manager
Great Southern of India Railway
Mysore.

Sir

I have the honor to forward to you
To Agent G. S. R. Ry.
No 262 d/28th Sept. 68 (with reference to correspondence in margin)
From Agent G. S. R. Ry.
No 2752 d/1st Oct. 68 a copy of a letter from Major Hervey regarding
To Major Hervey
No 1411 d/15th Oct. 68 the conditions of driver Pooley, on the 24th of
From Major Hervey
No 884 d/10th Oct. 68 June last.

I beg that you will be good enough
to inform me at an early date of the measures
that have been taken to prevent the occur-
rence of scenes such as are described by Major
Hervey.

Madras
13th October 1868

I have &c &c
/Signed/ H. N. D. Prendergast V.C.B.E.
Acting Consulting Engr. for Railways

/True Copy/
H. N. D. Prendergast
Acting Consulting Engineer for Railways

Deut. Col. V.C.B.E.
Acting Consulting Engineer for Railways

No 1 Rev. Engr. (Circular)
1868 212

From The Deputy Supt. No 1
and No 1, Rev. Engr.

To The Agent and Traffic Manager
for Railways

Dated 10 3 October 68
Rev. No 123

No 1419 d/10th Oct. 68
No 305

Reference. Your letter of 14th
regarding the driver of the
G. S. R. Railway said
to have been drunk and
incapable of managing his
engine on the 24th of June last.

Given information regarding
this charge made against
an engine driver of the
G. S. R. Railway.

Cy sent to Mr. H. H. H.
in No 280 of 13th Oct. 68.

Great Southern of India Railway.

Agent's Office Negapatam. 21st Oct. 1868

No. 2773

From

THE AGENT

G. S. I. Railway

To

THE CONSULTING ENGINEER

for Railways

MADRAS.

Sir

I referred your letter No 200 of the 13th Instant to the Locomotive Superintendent of this Company, and have now the honor to send you the attached copy of his reply on the subject of Driver Pooley's excited behaviour at Erode on the 26th of June last.

I am the honor to be assured that you would have your most obedient servant. I have called my attention to him pending your order to take him as an Agent. I have also directed for his removal from the service. I am, Sir, very respectfully,
Yours obedient servant,
W. S. S. S.

22/10/68

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Great Southern of India Railway
Locomotive & Passenger Dept.
Mysore
21 October 1868

С. 1164

My dear Sir,
Consulting Engineer N. 280

Consulting my
Major Heccey's report seems
to point out as much at Pooley's
being drunk as to his behaviour when
chopped by Chas. station Master.
My previous letters have expressed
my conviction that he was not in
hijerous at all but very excited at being
taken from his Engine when the consequences
would have been as he said "to ruin
him". I have talked very seriously
to him pointing out how unwise he
was to behave so violently when the
station Master forbade him
taking his train. From his previous
conduct I am satisfied it will
not recur. This is the second
instance

awarded

instance in which the Trade Station
 Master brought unfounded charges
 of drunkenness against Company
 servants

Wm. H. Sheward

W. S. Beth Esq. New York
 Reg. of Patents

True Copy

William H. Sheward

Agent
 to the undersigned
 for the purpose of
 procuring a patent
 for an improvement
 in the construction
 of a certain machine
 for the purpose of
 cutting and
 drawing lines
 on a surface
 of paper or
 other material
 and for the
 purpose of
 securing a
 patent for
 the same
 in the
 United States
 and in
 foreign
 countries
 and for the
 purpose of
 defending
 the same
 against
 all
 infringers
 and for the
 purpose of
 enforcing
 the same
 in all
 courts
 of law
 and equity
 and for the
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 acts and
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 may be
 necessary
 and proper
 to be done
 in and
 about the
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 and to be in accordance
 with the provisions of the
 Act of Congress of the 19th
 March 1878

Wm. H. Sheward

W. S. Beth Esq.

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CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 373.

From

Lieut. Colonel H. N. D. Paendergaert V.C.R.E.
Acting Consulting Engineer for Railways.

To

Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George

Sir,

I have the honour to submit for the orders of Government the correspondence regarding a driver named Pooley, who is said to have been so drunk at Erode Station on the morning of the 24th June 1868 that it was necessary to move him by force from the engine of the passenger train of which he was in charge.

On hearing of the occurrence I requested the Agent and Traffic Managers of the Great Southern of India Railway to let me know what punishment had been awarded.

To Agent Great Southern of India
No 262 of 28th September 1868.
From Agent G. S. of India
No 275 of 21st October 1868.
To Major McFeez
No 414 of 5th October 1868
From Major McFeez
No 884 of 10th October 1868.
To Agent G. S. of India
No 280 of 13th October 1868.
From Agent G. S. of India
No 277 of 21st October 1868.

No 28th September

In a letter from the Acting Engineer for Railways to the Secy to Govt. P. W. D. 27th October 1868.

P. W. D. 19/10/68.

awarded to the driver, Mr. Betts in his reply quotes from the Locomotive Superintendent's Report as follows:— "The language Pooley used, as reported to me by the Station Master was not that of a drunken man, and I repeat I do not think he was in liquor at all". I then forwarded to the Agent a report of the circumstances by Major Hefsey (Deputy Superintendent of the Revenue Survey in which he expresses his "firm belief that the man was under the influence of liquor and totally unfit to be put in charge of a train", and inquired what measures had been taken to prevent the recurrence of scenes such as are described by Major Hefsey. The reply the Locomotive Superintendent says that he is convinced that Pooley was not in liquor at all but very excited at being taken from his engine. Mr. Sheward has pointed out to the driver how unwise he was to behave so violently, but has not punished him in any way.

This will
 be sent off by
 it has sent
 to him for
 the purpose
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3. Had driver Pooley been prosecuted it is probable that he would have been convicted on the evidence of Major Hefez, Mr. Carter, the Station master of Erode and the fireman of his own engine under clause 26, 27 or 28 of the Railway Act of 1854 or under clause 73, 74, 75 or 76 of the Indian Railway Act of 1867, it is certain that he should not have been permitted to resume his duties as a driver until satisfactory proofs of his innocence had been adduced. It would seem advisable in order to protect the lives of the travelling public that the Agent and Traffic Manager be instructed to submit for the information of Government reports of all cases in which servants of the Locomotive Department of the Great Southern of India Railway may be accused of acts calculated to endanger passengers.

I have the honour to be,
 Sir,
 Your most obedient Servant.
 Ever truly
 Yours
 Lieut Col V. C. R. E.
 Acting Comd: Engrs for Railways.

The imputation against the driver Rodley rests on a letter from Major Wepes which is a full and deliberate statement to the effect that the driver was under the influence of liquor since the beginning of his trust with the conduct of the engine. The impression of Major Wepes appears, however, to have been in part derived from the statement of Mr. Carter the assistant traffic manager and from the action of the Station Master at Exeter who had advised the man to be removed. Representing any definitive action in this matter I would ask for a report from Mr. Carter and from the Station Master of the circumstances under which Rodley was originally advised to leave the engine. I would also ask Mr. Bretts whether the man has been since employed & whether it is true that he has been promoted.

The claim of information called for in this case should also be shown whether the Station Master is an expert driver or an experienced one.

Circulated for the order of Government.

Nov/68
 Secy to Govt. P.N.D.
 C.M.G.
 C.M.G.

RAILWAY DEPARTMENT.

To
 The Consulting Engineer for Railways,
 The Secretary to Government,
 Public Works Department,
 Fort Saint George.

Date 27th
 Received 28th October 1868.

No. 393.
 Subscribers - 7.11
 Publishing the

consequence of the
 regarding a driver named
 Rodley, who is said to
 have been the driver at
 Exeter Station on the
 morning of the 27th June 1868.
 For orders

522 Nov 1868
 135

I think a Drunk, being an
Englishman, would be more
excited if unjustly charged with
drunkenness by an East Indian
than a person of another race.
I think also that an Englishman
would be a better judge of the
condition of an Englishman
who had been drinking than
an East Indian would be.

I would further ask
how many charges of drunkenness
have been preferred at the
Station Master's Office since
Drummond's day, the
last day of the month.

MA

Public Works Department
No 3702
Proceedings of the Madras Government
Under date the 26th Nov 1888
Read the following

From The Consulting Engineer
for Railways. No 3932/27th Nov 1888

Before passing
final orders on the
subject of these papers,
the Consulting Engineer
for Railways will be
requested to obtain from
the Assistant Traffic
Manager, and the Station
Master at Erode a state-
ment of the circumstances
under which Driver
Cooley was originally
ordered

6th Dec 1888

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ordered to leave his engine on the 21st June last, and to ascertain from the Agent and Manager of the Great Southern of India Railway whether Cooky has been since employed as a Driver, and if so, whether, as would appear from these papers, he has been promoted.

Major Shaw Stewart will also, ascertain, and report, how many charges of drunkenness have been preferred by the Station Master.

Master at Eode against chivers during, say, the last six months -

Alb

To
The Comd'g Genl for
Railways -
Sept 27/1885

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Govt. of 1868 Madras.

23/11/75-11

PUBLIC WORKS.

To The Consulting Engrs.
for Railways

Dated th.

Recd.

Ln^d.

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G. O. 26th Nov 1868. No. 3702

Nos. 563-564

Cooley-Driver (By) The Company
requested to furnish certain in-
formation in connection with
Driver Cooley of the Great Ind
? By who was reported to have
been drunk at the Crode
Station on the morning of
the 21st June 1868.