M.R.O. 1—77,005—3-8-37.

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(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

LD

G.O. No. 3248-49	Press / Mis.
11.8-50	
Dated 8 10	18 49.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 8th October 1869.

No. 148. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th August 1869, No. 273:—

I HAVE the honour to solicit the decision of Government upon a question of considerable importance, on which the opinion held by the officers of the Madras Railway Company differs from mine. The point at issue is whether, after the occurrence of a serious accident to the line of Railway, which has caused a prolonged interruption of the traffic, the duty of deciding whether it may safely be resumed rests with the Railway authorities, or with the Consulting Engineer.

2. The officers of the Railway Company hold the opinion that, after the opening of a line of Railway has once been sanctioned, the maintenance and safe working of the line thereafter become the responsibility of the Railway officials, and that in the event of a serious accident, a reference to the Consulting Engineer before the resumption of the traffic is unnecessary.

3. My opinion is that as the Railway cannot be originally opened until the Government are satisfied, through their Consulting Engineer, as to the condition of the line and works, so after the occurrence of a serious accident, which has caused a prolonged interruption of the traffic, it cannot be resumed until the Consulting Engineer, acting on behalf of the Government, shall have satisfied himself that proper precautionary measures of all kinds have been adopted. That the proposal to open the line in the first instance, or to resume traffic after it has been interrupted by a serious accident, should emanate from the Railway authorities, but that the final decision in both cases should rest with the Government, through their representative.

4. The discussion of the general principle which should be followed in such cases has risen from the recent accidents* on the Bangalore Branch, and I beg to draw the attention of Government to the enclosed† correspondence which has passed between the Agent and myself. To explain the allusion in the 2nd para. of the Agent's letter, dated the 25th instant, it is necessary to mention that I was to have attended a Meeting at the Railway office on the 20th instant, to discuss some professional questions of importance, but that on the 19th I received a note from the Agent asking me to postpone the Meeting, as the Deputy Chief Engineer and the Traffic Manager had gone to the Colar Road station to see whether, in their opinion, it was possible to resume night traffic on the Bangalore Branch. In reply, I wrote the note quoted by the Agent, in which I said that after careful inspection of both bridges, I had come to the conclusion that there was no reason for maintaining the discontinuance of night traffic, and that I should therefore be glad to hear that the responsible officers proposed to resume the previous arrangements. I cannot see that these words, though contained in a hurriedly written note, differ in any material point from the opinion recorded above, in para. 3. I did not hold the Railway officers responsible for more than *to propose* the resumption of night traffic; and when I heard from the Agent that the Traffic

* *Vide* letters from this Office, 4th Aug. No. 238.
10th ,, ,, 247.
20th ,, ,, 266.

† From Agent, No. 445, dated 20th August 1869.
To ,, ,, 486, ,, 23rd ,, ,,
From ,, ,, 464, ,, 25th ,, ,,

Manager had announced the running of night trains on the 23rd instant, I felt it my duty, while approving of the measure, to object to the manner in which the announcement was made.

5. I cannot but look on the question as one of great importance, both in principle and practice. From the exceptional position which it occupies towards the guaranteed Railways, the Government is interested more closely and directly in the gains and losses of each line, than the Companies themselves. The actual expenditure involved in repairing the line after every accident falls directly upon the Imperial exchequer. And in the event of an action for damages brought by a passenger, on account of injuries received when travelling by railway, the Government, not the Company, would be the real defendants. But setting aside all considerations of mere profit and loss, I think the public have a right to expect from Government the exercise of all possible care and precaution, in order as far as possible to insure the safety of their lives and property when travelling by rail.

6. For these reasons it seems to me that the Consulting Engineer, as the representative of Government, should have power to suspend the traffic over any part of a Railway which he may consider dangerous; and that after the traffic has been interrupted by a serious accident on any line, it should not be resumed until he is satisfied that all proper precautions have been taken. The Railway officials would still remain fully responsible for the good condition of the line, and traffic could not be resumed except upon their proposal; but the necessary concurrence of the Consulting Engineer would form an additional safeguard. Differences of opinion would probably be of very rare occurrence.

7. I would limit the necessary interference of the Consulting Engineer to serious accidents of an exceptional nature, and I would define that term to include all cases in which the traffic has been interrupted for twenty-four hours. In other cases, which have resulted in the detention of trains for a few hours only, I think the Railway officials should act on their own responsibility. I do not suppose that inconvenience or delay could result from an adherence to this rule.

8. In the case of the accidents on the Bangalore Branch, the injury to the bridges consisted in the carrying away of the abutment of one, and the wingwall of another. The accident happened on the morning of the 31st July, and after the temporary repairs had been approved by the Deputy Consulting Engineer, the running of day trains was resumed on the 7th instant. So serious were the circumstances, that it was thought necessary to suspend the running of night trains for more than three weeks; and it seems to me that in such a case the Government have a right to require that their Consulting Engineer shall be satisfied with the arrangements before the resumption of traffic. Under the view taken by the Railway authorities, the occurrence of such an accident as happened on the Bhore Ghaut, three years ago, would not justify the Government in interfering to decide when, and under what circumstances, the traffic might safely be resumed.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 20th August 1869, No. 448.

I HAVE the honour to report, for the information of Government, that I learn by a telegram received from the Traffic Manager, Colar Road, that the running of night trains on the Bangalore Branch will be resumed on Monday next, the 23rd instant.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 23rd August 1869, No. 388.

I HAVE the honour to acknowledge, with thanks, the receipt of your letter, dated the 20th instant, No. 448, in which you report, for the information of Government, that the Traffic Manager has announced by telegram that the running of night trains upon the Bangalore Branch will this day be resumed.

2. I have already communicated to you demi-officially my opinion that, with proper precautions, the running of night trains may safely be resumed on the Bangalore Branch; but on general principles I must take upon myself to object to the form in which the announcement has been received from the Traffic Manager. It seems to imply that with the officers of the Railway Company rests the duty of deciding when the traffic, which has been interrupted by a serious accident on the line, may safely be resumed; as for instance, in the present case, whether the temporary arrangements which have been made, and the precautions which have been adopted at the injured bridges on the Bangalore Branch, are sufficient to insure the safety of trains passing over them at night.

3. From this I am obliged to dissent. My view of the question is that as the Railway cannot be originally opened until the Government are satisfied, through their Consulting Engineer, as to the condition of the line and works, so, after the occurrence of a serious accident, which has caused an interruption of the traffic, it cannot be resumed until the Consulting Engineer, acting on behalf of the Government, shall satisfy himself that proper precautionary measures of all kinds have been adopted. The proposal to open the line in the first instance, or to resume traffic after an interruption, should, I think, emanate from the Railway authorities; but the final decision in both cases should rest with the representative of Government.

4. I trust that you will agree with the view which I take of this question. I regard the general principle involved as one of very great importance; and should you differ in opinion from me, I shall have much pleasure in referring the matter to Government. My wish is that the responsibility, wherever it rests, should be clearly defined.

5. With regard to the individual case to which your letter refers, viz., the resumption of night traffic on the Bangalore Branch, I have already stated that, with proper precautions, I see no objection on the score of safety. I shall be glad to learn from you what special precautionary measures have been adopted at each of the injured bridges.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 25th August 1869, No. 464.

IN acknowledging the receipt of your letter of the 23rd instant, No. 388, I have the honour to offer the following observations, as I am unable to reconcile the conclusions arrived at in your letter under reference and those contained in your demi-official communication of Thursday last, alluded to in paragraph 2.

"2. When writing to me on the 19th instant, you observed, "it was not for me to suggest "officially the re-establishment of night traffic on the Bangalore Branch; but I meant to take the "first opportunity to tell you that, after careful inspection of both bridges, I came to the conclusion "that there was no reason for maintaining the discontinuance of night trains." "I shall be glad, "therefore, to hear that the responsible officers proposed to resume the previous arrangements."

3. After this very decided expression of opinion, I was somewhat surprized to receive your official letter wherein, after speaking of the resumption of traffic, you say, "but on general "principles I must take upon myself to object to the form in which the announcement has been "received from the Traffic Manager. It seems to imply that with the officers of the Railway "Company rests the duty of deciding when the traffic, which has been interrupted by a serious "accident on the line, may safely be resumed; as for instance, in the present case, whether the "temporary arrangements which have been made, and the precautions which have been adopted,

"at the injured bridges on the Bangalore Branch are sufficient to ensure the safety of trains "passing over them at night."

4. You go on to say "from this I am obliged to dissent. My view of the question is that "as the Railway cannot be originally opened until the Government are satisfied, through their "Consulting Engineer, as to the condition of the line and works, so, after the occurrence of a "serious accident, which has caused an interruption of the traffic, it cannot be resumed until "the Consulting Engineer, acting on behalf of the Government, shall satisfy himself that proper "precautionary measures of all kinds have been adopted." The proposal to open "the line in the "first instance, or to resume traffic after an interruption, should, I think, emanate from the "Railway authorities, but the final decision in both cases should rest with the representative of "Government."

5. As this latter expression of opinion differs widely from that enunciated in your demi-official letter, and as it is quite at variance with my views of the responsibility which attaches to the Engineering department of the Madras Railway, I will ask you to be kind enough to refer the question for the orders of the Government, and, when doing so, I will thank you to forward a copy of the Chief Engineer's letter of this date, No. 350, in which Mr. Beresford Anderson sets forth most fully his ideas of the responsibilities which attach to his department after a line has once been formally opened for traffic under the authority of the Government.

6. I may add, that several interruptions have recently occurred on both our lines, and had it been necessary for the representative of Government to have visited the places, in order to convey formal sanction for the resumption of traffic, very serious and, it appears to me, unnecessary delay and consequent inconvenience to the travelling public would have resulted.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 25th August 1869, No. 350.

Consulting Engineer's letter, No. 388, of 23rd instant.

In reply to para. 5, I beg to state that the special precautionary measures adopted at the injured bridges on the Bangalore Branch, on the resumption of night traffic, are as follows :—

2. At the double fifteen feet arched bridge, at 173¼ miles, a semaphore signal has been erected. A man is always kept on duty to work the signals, and another man to carefully examine the diverted line before the arrival of each train.

3. In addition to which special watchmen, with the usual hand signals, are stationed on the summit cuttings on either side of the bridge.

4. The double twenty feet opening near Colar is sufficiently protected by the station, to render a semaphore signal unnecessary; but a man is kept always on duty to watch the temporary abutment, and to exhibit the necessary hand signals. The speed of trains at both places has been restricted to five miles an hour, and the Traffic Manager has limited the load of the 8-30 P.M. train from Bangalore and the 1-50 P.M. from Jollarapett to twelve vehicles.

5. As regards the general principles involved in Major Shaw Stewart's letter, it has always appeared to me that the Government Consulting Engineer having once sanctioned the opening of a line of Railway for public traffic, the maintenance and safe working of the line thereafter was fairly the responsibility of the Railway officials.

6. I can easily foresee that much inconvenience and serious delays would be likely to occur, were it necessary, in cases of accidents resulting in a stoppage of traffic, to obtain the sanction of the Government Consulting Engineer before resuming traffic. Instances sometimes occur in which an accident to the line does not result in more than the detention of the ordinary trains for a few hours. In such cases the necessary repairs are executed, and the traffic resumed under the direction and at the responsibility of the Engineer in charge of the division. In the event of an accident of

a more serious character, the invariable rule has been for either the Chief Engineer, or his Deputy, to proceed at once to the place and make such arrangements as would allow of the traffic being resumed with the least possible delay.

7. It has never occurred to me to think it necessary to obtain the sanction of the Consulting Engineer before passing trains over a temporarily repaired breach. The duty of making such repairs and the responsibility involved therein having always so plainly appeared to me to rest with my own department.

No. 149. ORDER THEREON, 8th October 1869, No. 3,248.

RAILWAY, No. 23.

ORDERED that the Government of India be addressed on the subject of this letter.

(Here enter No. 3,249, dated 8th October 1869.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *8th October* 1869.

No. 150.

No. 3,249.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 24.

SIR,—I am directed by His Excellency the Governor in Council to inquire whether, on the occurrence of a serious accident to the works of a Railway and a consequent temporary interruption of traffic, it is the practice in Bengal, or in the Provinces more immediately under the administration of the Government of India, to allow the traffic to be resumed at the discretion of the officers of the Railway or only after the formal permission of the Consulting Engineer has been obtained.

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

Railways Dept

No. 273

Consulting Engr's office

From

Major J. W. de Shaw Stewart R.E.
Consulting Engr. for Railways

To

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

Sir,

I have the honour to solicit the decision of Government upon a question of considerable importance, on which the opinion held by the Officers of the Madras Railway Company differs from mine. The point at issue is whether, after the occurrence of a serious accident to the line of railway, which has caused a prolonged interruption of the traffic, the duty of deciding whether it may safely be resumed rests with the Railway Authorities, or with the Consulting Engineer.

2

2. The Officers of the Railway Company hold the opinion that after the opening of a line of railway has once been sanctioned, the maintenance and safe working of the line thereafter become the responsibility of the Railway Officials: and that in the event of a serious accident, a reference to the Consulting Engineer before the resumption of the traffic is unne= =cessary.

3. My opinion is that as the Railway cannot be original opened until the Government are satisfied, through their Consulting Engineer, as to the condition of the line and works, — so after the occurrence of a serious accident, which has caused a prolonged interruption of the traffic, it cannot be resumed until the Consulting Engineer, acting on behalf of the Government, shall have satisfied himself that proper precautionary measures of all kinds have been adopted. That the proposal to open the line in the first instance, or to resume traffic after it has been interrupted by a serious accident, should emanate from the Railway Authorities, but that the final decision in both cases should rest with the Government through their representative.

4.

4. [illegible] the decision of the
general principle which should be
followed in such cases has never from
the record available to the Bangalore
Division been clear, and I should
therefore be glad to know the attitude
of Government & the authorities
which has to be adopted between the Agent
and myself. [illegible] to the decision
in the second paragraph of the Agent's
letter, dated the 25th instant, it is
necessary to mention that I was to have
attended a meeting at the Railway
Office on the 20th instant to discuss
certain professional questions of
importance, but that on the 19th I
received a note from the Agent

postponing

* Vide letters from the Office,
4th August No 238.
10th Do No 247
20th Do No 266.

* Letter from
Agent No 448
dated 20th August
1869.
Do Agent No 388
dated 23rd August
1869.
From Agent No
466 dated 25th
August 1869.

postponing me to post pone the meeting, as the Deputy Chief Engineer and the Traffic Manager had gone to the Colar Road station to see whether in their opinion it was possible to resume night traffic on the Bangalore Branch. In reply I wrote the note quoted by the Agent, in which I said that after careful inspection of both bridges I had come to the conclusion that there was no reason for maintaining the discontinuance of night traffic, and that I should therefore be glad to hear that the responsible officers proposed to resume the previous arrangements.

practice. From the exceptional position which it occupies towards the guaranteed railways, the Government is interested more closely and directly in the gains and losses of each line than the Companies themselves. The actual expenditure involved in repairing the line after every accident falls directly upon the Imperial Exchequer. And in the event of an action for damages brought by a passenger on account of injuries received when travelling by railway, the Government, not the Company, would be the real defendants. But setting aside all considerations of mere profit and

So far

Co[illegible], I think the public have a right to expect from Government the exercise of all possible care and precaution, in order as far as possible to ensure the safety of their lives and property when travelling by rail.

6. For these reasons I come to the that the Consulting Engineer, as the representative of Government, should have power to suspend the traffic over any part of a railway which he may consider dangerous; and that after the traffic has been interrupted by a serious accident on any line, it should not be resumed until he is satisfied that all proper precautions have been taken. The Railway Officials would still remain fully responsible for the good condition of the line, and traffic could not be resumed except upon their proposal; but the necessary concurrence of the Consulting Engineer would form an additional safeguard. Differences of opinion would probably be of very rare occurrence.

7. I would limit the necessary interference of the Consulting Engineer to serious accidents of an exceptional nature, and I would define that term to include all cases in which the traffic has been interrupted

remained for 24 hours. The other case, which has resulted in the destruction of traffic for a few hours only, is that the Railway Official should act on their own responsibility. It is not supposed that circumstances of this kind could frequently occur.

8. In the case of the accidents on the Ramsbottom Branch the injury to the bridges consisted in the carrying away of the abutment of one, and the undermining of another. The accident happened on the morning of the 31st July, and after the

the temporary repairs had been approved by the Deputy Consulting Engineer, the running of the trains was resumed on the 7th instant.

In various ways the circumstances that it was thought necessary to suspend the running of night trains for more than three weeks, and it seems to me that in such a case the Government have a right to require that their Consulting Engineer shall be satisfied with the arrangements before the resumption of traffic.

Under the view taken by the Railway Authorities, the occurrence of such

occ

an accident as happened on the Above Ghaut three years ago would not justify the Government in interfering to decide when and under what circumstances the traffic might safely be resumed.

I have the honour to be,
Sir,
Your most obedient servant

Madras
27th August
1869

Lieutenant Major R.E.

Consulting Engineer
for Railways

No. 1148.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, the 20th August 1869.

From

R. D. Elwin Esqre.,
Agent and Manager, of the M. & S.W. Rlys.

To

Major Hollis Shaw Stewart R.E.
Consulting Engineer for Railways.

Sir,

I have the honor to report for the information of Government that I leave by a Telegram received from the Traffic Manager, Salem Road, that the running of night trains on the Bangalore Branch will be resumed on Monday next, the 23rd instant.

I have the honor to be
Sir,
Your most obedient servant
R. D. Elwin
Agent and Manager.

Railway Department

Consulting Engr. to Govt.

No. 388

To

The Agent and Manager

Madras Railway Company

Sir,

I have the honour to acknowledge with thanks the receipt of your letter dated the 20th instant, No. 148, in which you report for the information of Government that the Traffic Manager has announced by telegram that the running of night trains upon the Dowlaishwaram Branch will this day be resumed.

2. I have already communicated to you verbally my opinion that, with proper precautions, the resuming of night trains may safely be resumed on the Dowlaishwaram Branch; but on general principles I must take upon myself to object to the form in which the announcement has been received from the Traffic Manager. It seems to imply that with the officers of the Railway Company rests the duty of deciding when the traffic which has been interrupted by a serious accident on the line may safely be resumed; or for instance in the present case, whether the temporary arrangements which have been made, and the precautions which have been adopted:

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

Dated Egmore the 22nd Sept 1859.

Rec'd 24th Sept 1859.

No. 1858.

Referred to Mr. [illegible] for information and report.

By order of the Board

[illegible]

Secretary.

Madras Railway Office, the 23rd Sept 1859.

ce to bearing the matter to Government - My
wish is that the responsibility, wherever it rests,
should be clearly defined -

5 - With regard to the individual case
to which your letter refers, namely the resumption
of night traffic on the Bangalore Branch, I have
already stated that with proper precautions I
see no objection on the score of safety - I shall
be glad to learn from you what special pre-
cautionary measures have been adopted at
each of the referred bridges -

I have the honour to be Sir
Your most obedient
humble Servant
(Signed) H Hall Shaw Stewart Major RE
Consulting Engineer for Railways

(Madras
28th Aug 1869)

(True Copy)

Lieutenant Colonel Major RE
Consulting Engineer for Railways

No. 464.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 25 August 1869.

From

R. B. Elwin Esq.

Agent and Manager.

To

Major A. H. A. Hutchinson

Consulting Engineer for Railways.

Sir,

I beg to acknowledge the receipt of your letter of the 23rd instant, No 388. I have the honor to offer the following observations, on those noticed in your letter. The observations noted at in your letter under reference and those adopted in your Semi-official Communication of Thursday last, alluded to in paragraphs II.

2. When writing to me on the 19th instant, you observed "it was not for me to suggest officially the re-establishment of night traffic on the Bangalore Branch, but I meant to take the first opportunity to tell you that after carefully investigation of both Bridges I came to the conclusion that there was no reason for maintaining the discontinuance of Night Traffic.

"shall be read therefore to him
"that the Commissioners office proceed
"to receive the further information."

Upon the very decided
expression of opinion, from Lieutenant
Hutchinson to receive from Official letter
writing, after speaking up the Committee
of Inquiry, from any letters or Journals
"in support of what was stated to
"Lieutenant Hutchinson from the Commissioners Office
"to Inquiry & Manager. Upon which
"Lieutenant Hutchinson the Commissioners office
"stated that with the Officers of the
"Revenue so upon read the duty of discovering
"when the Inquiry which has been intended
"by an Inquiry accident on the line, may
"safely be resumed; — as for instance in
"the present case where the temporary
"arrangements which have been made,
"until the permanent ones have been
"adopted, at the instance Bridges on the
"Bangalore Branch are sufficient to secure
"the safety of trains passing over them at
"night."

Upon which Lieutenant
"the Jam obliged to dissent. My reason
"of the question is that as the Railway

MADRAS RAILWAY.

From

The Agent and Managers

To

The Consulting Engineer

for Railways.

Fort St.

Rod.

No.

Dated

1861.

"Council for Engineering should with the
"Government Legal advisers, through their
"Consulting Engineer, or to the Conductor
"of the Law suit pending, — or, after the
"occurrence of a serious accident, which
"has caused an interruption of the traffic,
"it cannot be resumed with the resulting
"Engineer, acting on behalf of the Government,
"shall decide whether — that proper
"precautionary measures of all kinds have
"been adopted — The proposals to open
"the line on the said portions, or to resume
"traffic after an interruption, should I
"think remain with the Railway Authorities,
"but the final decision in both cases
"should rest with the representative of
"Government."

5 — On the latter expression of opinion differs widely from that enclosed in your demi-official letter and as it is at variance with my views of the responsibility which attaches to the Engineering Department of the Madras Railway I will ask you to be kind enough to refer the question for the orders of the Government, and when doing so, I will thank you to forward a Copy of the

MADRAS RAILWAY.

From

The Agent and Manager,

To

The Consulting Engineer

for Railways,

Public
Revd

No.

1869

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 25th August 1886.

Rect. 26th

No. 4654.

Reference to letter No. 388, dated 23rd instant from the Resident Engineer, Bangalore, regarding the provision of Communication between the Guards and Drivers of Passenger trains and the Station Masters at Bangalore and Kankanhalli Stations.

Sir,

I have the honor to forward herewith, for your information, a copy of the Resident Engineer's letter noted in the margin, on the subject of the provision of Communication between the Guards and Drivers of Passenger trains and the Station Masters at Bangalore and Kankanhalli Stations.

I have the honor to be,

Sir,

Your most obedient Servant,

[illegible]

for Agent.

Madras Railway Company
Chief Engineer's office
Madras, 25th August 1886.

Copy

Consulting Engineer's letter No 4654 of 25th instant

Copy to Genl. Supt. to state
what the General proposes as temporary measures
to fill the gap caused by the removal of Bridges on the
Bangalore Cantonment, on the resumption of
traffic between Bangalore and Kankanhalli
of the double 75' arched Bridge
at 193 miles 0 chains, a semaphore signal has
been placed, & a man is always kept on
duty to work the signals and another
man to carry (by day) the diverted
mail bags from the Guard of each train.
The double line arched Culvert, Special
mail train, the usual hand signals,
over Cleared on the Summit Cutting on
either side of the Bridge.
The double 20' opening near
Colar is sufficiently protected by the
Station to render a semaphore signal
unnecessary, but a man is kept always
on duty to work the temporary abutment,
and to carry the necessary hand
signals. The speed of trains at both
places has been restricted to 5 miles
an hour, and the Traffic Manager
has limited the local to 8.30 P.M. to
Kankanhalli and the 1.50 P.M.
from Bangalore and the
from Kankanhalli to 12 vehicles.
As regards the general

Permanent Way Inspector at Otaio
Accounts Letter, 1st Dec 1880 appointed
to me that the Government Consulting
Engineer had given me temporarily
charge of the Line of Railway for public
traffic the maintenance and control
over Bridges and Culverts, and
generally of the Permanent Way
staff, officially.

Some small Repairs that are such
as could be done during stoppages
of traffic to obtain the sanction
of the Government Consulting Engineer
(during Working hours). Instances
of such Repairs occur in which case I
to the Nearest Station Master
the detention of the ordinary trains for
as few hours. In such cases the necessary
Repairs are executed and the traffic
resumed under the direction, and at
the responsibility of the Engineer in
charge of the Division. In the event
of an accident of a more serious character
the invariable rule has been for either
the Chief Engineer or his Deputy to
proceed at once to the place and
make such arrangements as would
allow of the traffic being resumed
with the least possible delay.

It has never occurred to me
to think it necessary to obtain the

sanction of the Consulting Engineer
before passing Trains over the
Repairs I found. The duty of making
such Repairs and the responsibility
involved I have always to
thankfully offered to me to rest with my
own professional
judgment
I am Sir
Your Obedient Servant
Chief Engineer

Office of Consulting Engineer
Wellington

[illegible]
Engineer
[illegible]

Public Works Department

No 3248

Proceedings of the Madras Government

Under date the 8th October 69.

Read the following

From The Consulting Engineer for Railways, No 273 of 27th August 1869

Ordered that the Govt. of India be addressed on the subject of this letter.

To The Consulting Engineer for Railways, Dated 27th August 1869. Received 31st August 1869.

No. 273.

Enclosures, No. 9

The Secretary to Government,

P. W. Dept.

No 3249.

The Secretary to the Govt. of India.

Sir,

I am directed by His Excellency the Governor in Council to inquire whether, on the occurrence of a serious accident to the works of a Railway and a consequent temporary interruption of traffic

Soliciting the decision of Govt as to the question whether it rests with the Railway Authorities or with the Consulting Engineer to decide the resumption of traffic after a serious accident.

No 3248 & 3249 - 8 Oct 69

Railway Department,

From The Consg. Engineer for Railways,

To

The Secretary to Government,

P. W. Dept.

Dated 27th August 1869.

Received 31st August 1869.

No. 273.

Enclosures, No. 9

No 3248

Q. 8 Oct 69 D. 165

traffic, it is the practice in Bengal, or in the provinces more immediately under the administration of the Govt. of India, to allow the traffic to be resumed at the discretion of the Officers of the Railways or only after the formal permission of the Consulting Engineer has been obtained.

Public Works Departt.

Proceedings of the Madras Govt.

Under date the 18th Sept. 1866

Read the following

From

The Secy: to Govt. for Railways

} Nos. 273 & 274 Augt. 1866.

The Government entirely concur with the Consulting Engineer in the view he has taken of the extent to which his interposition is necessary when, after the occurrence of an interruption of traffic on any part of the Railway in consequence of serious damage to the works of the line, it is proposed to reopen communica-

The object of the periodical inspection which the Consulting Engineer is required to make of the Railway, is to afford the Government an assurance of the complete fitness of the line for traffic as regards the safety of the public, so far as such an assurance can be obtained by a carefully conducted independent professional examination. This examination seems to be especially necessary when the stability of the line has been ~~endangered~~ made doubtful by the failure of any of its more important works, and His Excellency the Governor in Council is clearly of opinion that, when the cause of an interruption to traffic is of so serious a nature as not to permit of its resumption till important repairs or additions have been made or special

precautionary measures
arranged, no trains
should be allowed
on the part of the line
to run, till the formal
concurrence of the
Controlling Engineer
have been sought and
given to the proposed
of traffic.

Enclosure Engr for
Konkurrenz

Q. 8th Sept 1869 R. 16

Enc 3658.

Govt. of HSCM Islands.

PUBLIC WORKS.

To

The Consulting Engineers.

for Railways

Date

Date

Nos. 118-119 & 1857