

(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. 460	Press
328-29	Mis. —
Dated 11-2-	1869.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
12th February 1869.*

No. 328. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 21st December 1868, No. 460 :—

1. In compliance with the instructions conveyed in G. O., dated the 26th ultimo, No. 3,702, I have the honour to submit a letter* from the Agent of the Madras Railway Company, with which are forwarded the statements of the Assistant Traffic Manager and of the Station Master at Erode, regarding the circumstances under which Driver Pooley was ordered to leave his engine on the 24th June last. The original report of the Station Master, Mr. Parsons, written on the 24th June, the day on which the circumstances occurred, is also submitted by Mr. Elwin.

2. A letter† from the Agent of the Great Southern of India Railway Company is also enclosed, from which it will be seen that Pooley was suspended during the investigation of the charge brought against him, but that when the Locomotive Superintendent was satisfied that the charge of drunkenness was unfounded, Pooley was permitted to return to duty, after being censured for resisting the order of the Station Master. Mr. Sheward states that Pooley has not received promotion.

3. From a subsequent letter,‡ received this day from Mr. Betts, it will be seen that Mr. Sheward is unable to give any particulars of the previous unfounded charge or charges of drunkenness which he§ alleged had been brought by the Erode Station Master against some of the Company's servants; and from Mr. Elwin's letter, herewith enclosed, it seems clear that no such charge had ever been brought by Mr. Parsons until the 24th June last.

4. Mr. Betts forwards a copy of Mr. Sheward's report on Pooley's case. This is also enclosed for the consideration of Government. After reading it and the other papers bearing on the subject, I find it difficult to understand how Mr. Sheward arrived at the conclusion that Pooley was not intoxicated. It is highly improbable that Major Hessey, Mr. Carter, Mr. Parsons, and the Apothecary at Erode, could have been one and all mistaken in such a very simple matter as to whether a man was or was not under the influence of liquor; and I have little doubt that had Pooley been prosecuted, the clear and explicit evidence of these gentlemen would have been sufficient to convict him under Clause XXVII. of the Railway Act of 1854.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 9th December 1868, No. 543.

1. In accordance with the request contained in Captain Lindsay's letter of the 30th ultimo, No. 391, I have the honour to enclose a copy of the Reports furnished by Mr. Carter, Assistant Traffic Manager, and Mr. Parsons, the Station Master at Erode, arising out of the conduct of Engine Driver Pooley, attached to the staff of the Great Southern of India Railway Company.

*Proceedings of the Madras Government, Public Works Department,
12th February 1869.*

2. In reply to paragraph 2 of Captain Lindsay's letter, I beg to state that this is the first instance of misconduct on the part of Great Southern of India Railway servants which has been brought to my notice, and Mr. Parsons, it will be seen, is not aware of having reported any of that Company's employes besides Pooley. It would seem desirable, therefore, to request Mr. Sheward to furnish the necessary particulars.

From R. D. CARTER, Esq., Assistant Traffic Manager, to the Traffic Manager, Madras, dated Bangalore, 7th December 1868, No. 484.

1. I beg to acknowledge your letter, No. 666, dated the 1st instant, enclosing copy of a letter from the Acting Deputy Consulting Engineer for Railways to the Agent and Manager, requesting him to call upon me for a statement of what took place at Erode station on the 24th June last, when a Driver of the Great Southern of India Railway was reported drunk and incapable of managing his engine.

2. On the date in question, I travelled in the 3 p. m. train from Salem, and on arrival at Erode saw a man rushing frantically about the platform, and creating a general disturbance. I immediately called for the Station Master, who informed me the individual was the Driver of the train which should start for Negapatam at 9 o'clock that morning. I enquired what steps he had taken to obtain another Driver for the train, as it was simply dangerous to allow the intoxicated man to mount his engine. The Station Master replied he had telegraphed to Trichinopoly for authority to allow a "Shunting Driver," who was then at Erode, to take charge of the engine, which authority was granted.

3. This is all I know from personal observation, as I was obliged to continue my journey to Coimbatore; but Major Hesse, Superintendent of Revenue Survey, Coimbatore, will, I have no doubt, be able to enter more fully into particulars, as he witnessed the whole scene, and I understand assisted the Station Master in securing the Driver, who persisted in running after the train when it had started. I enclose extract of Mr. Parsons' report, and beg to endorse his statement, that the "Driver was so far under the influence of liquor as to render it unsafe to allow him to take charge of his engine."

From Mr. R. PARSONS, Station Master, Erode, to the Assistant Traffic Manager, dated Erode Junction, 5th December 1868, No. B/1,775.

Driver Pooley's conduct on the 24th of June last.

1. Your No. B,949, dated 3rd December 1868.

2. With reference to the above, I beg herewith to attach a copy of my original report to the Assistant Traffic Manager, Trichinopoly, on the matter, in which a detailed account of this case is set down.

3. I beg to state that Driver Pooley's being drunk was noticed by Major Hesse (a passenger by the No. 7 Train on the morning in question) before I had spoken on the subject, and he asked me if this man was to take charge of the engine, and further remarked that he would not like to risk his life in the train with this man driving, or words to that effect. I beg that Major Hesse may be requested to send in his statement of this occurrence.

4. With reference to paragraph 2 of the attached letter from the Consulting Engineer, I beg to state that I do not recollect reporting a Great Southern Driver for drunkenness either before or after this.

5. I beg that the Locomotive Superintendent of the Great Southern of India Railway be requested to send in my original report, to which he refers.

From Mr. R. PARSONS, Station Master, Erode, to A. STANTON, Esq., Assistant Traffic Manager, dated Erode Junction, 24th June 1868, No. 714.

1. I beg to report that Driver Pooley of the No. 7 Train was so far under the influence of liquor this morning, that I was of opinion it was decidedly unsafe to allow him to go up in charge

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12th February 1869.*

of the engine. The Guard was of the same opinion, and said he would under no consideration start his train with this man on the engine. I told him (the Driver) therefore that he was not to go up by the No. 7 Train, and gave Mr. Brown, the Shunter, a written order to take the train on to Trichinopoly.

2. Before the bell was given for starting, Driver Pooley got on the engine contrary to my orders, gave the whistle, and was about starting the train; he was stopped, however, and then came off the engine.

3. When the time was up I gave the bell, and the Guard started the train; after it had passed the platform, Driver Pooley suddenly ran after it before he could be prevented, and got on the foot board; I immediately gave a signal to stop the train, he was taken down, and the train again started. He broke loose a second time and got on the engine, the train was stopped again, and he was requested to come down; he however forcibly took possession of the lever and opened out steam, the brakes were put on, and fastened tightly down, he tried to unscrew the brakes so as to set the train in motion. I got a number of the station porters on the engine, and overpowered him, he was then carried down and taken to the station. Major Hesse was in the train at the time and came down to render assistance, and was a witness of the whole proceedings.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 3rd December 1868, No. 2,824.

Your No. 321.

The Locomotive Superintendent, to whom I referred your letter, writes—

"Fireman Pooley holds the same position now as he did at the date referred to. He was suspended during the investigation of the charge against him, and when I found to my satisfaction that the charge of drunkenness was unfounded, after severely censuring him before his brother workmen for his want of judgment in resisting the order of the Station Master, he was permitted to return to duty. He has had no promotion."

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 17th December 1868, No. 2,839.

1. In compliance with the request contained in your letter, No. 335, of the 10th instant, I attach hereto copy of the Locomotive Superintendent's report on Fireman Pooley's case.

2. Mr. Sheward informs me he is unable to give the particulars of the case he referred to— (in the letter, of which I sent you a copy with my No. 2,773)
"When at Erode, inquiring into Pooley's case, two of the Madras Railway servants there informed me of a charge made by the Erode Station Master against a Public Works Inspector at Erode, which was proved to be unfounded."

From E. G. SHEWARD, Esq., Locomotive Superintendent, to the Agent of the Great Southern of India Railway Company, dated Negapatam, 29th June 1868, No. 955.

On Friday last I went to Erode to enquire into the charge brought against Fireman Pooley by the Erode Station Master, that of being in liquor and unfit to take his train. The Station Master's evidence went to show that seeing Pooley on the platform wet about the head and shoulders, and looking queer about his eyes, he thought him the worse for drink; and when he (Station Master) taxed the Driver with it, the Driver was very excited and grew more so when threatened with being stopped from his train. The Station Master called the Telegraph Signaller, who however stated that although he thought Pooley looked oddly, upon talking to him he concluded he was only out of sorts, as Pooley stated to him. The Station Master also called the Madras Railway Apothecary, who said he had been asked by Pooley to administer something to "put him right," and from the symptoms he concluded Pooley was in liquor, as when asked he admitted he had taken a glass of brandy at the refreshment room. Under the impression, therefore, that Pooley was drunk, the Apothecary gave him soda and opium to counteract the spirit, but this instead of making him better made him worse, and the Apothecary thought that as his dose had no effect, the Driver must be very

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12th February 1869.*

drunk. The station refreshment room butler deposed to having sold Pooley one glass of brandy on Wednesday evening and one on Tuesday morning. Pooley's statement is that he was never more sober, but that he had an attack of a rush of blood to his head on Tuesday morning due to being out in the sun early in the morning. He did as Mr. Evers advised him to do in such cases, viz., poured a quantity of cold water over himself, and not finding this have the desired effect, bought a glass of brandy at the refreshment room. When taxed by the Station Master with being in liquor he was indignant, and as the Station Master persisted in his charge, he got excited, knowing himself to be sober, and when the Station Master wanted to take him off his engine, he got more excited and refused to be removed. In this state he was seen by a passenger in the train, a Major Hesse, who would naturally have thought him mad or tipsy. Our Guard, McLaughlin, I saw at Colloomoody, and questioned upon the subject. The Station Master said this man had expressed himself unwilling to go with his train if Pooley drove, as he considered him unfit to take his train. To me, however, he said just the contrary. He had seen Pooley in the engine shed at his engine, and heard him give his order to his Fireman and do his own work as usual. When asked by the Station Master if he thought Pooley fit to work, he said "I leave the matter to you;" and when asked by me why he had not stated whether or no he considered the man drunk, replied: "I did not see the need, the man was sober enough as far as I could see, and I did not wish to interfere in the matter." Pooley's Fireman deposed to his coming to the shed at the usual hour, and doing his work as usual, quite sober. A Madras Railway Driver also deposed to having seen Pooley at 11-50, when he was quite sober. Driver Cummings also said Driver Pooley was quite sober, but excited at 11-30. When he got in to Erode, Foreman Cox deposed to having seen Pooley doing his work, and suddenly become queer and act as a drunken man, when he would go and pour water over himself and come back again in an hour or so all right. Mr. Evers, our Apothecary, deposed to having treated Pooley very often for "superfluity of blood" and "rushing of blood to the head." He stated that the medicine ("sola and opium,") given by the Erode Apothecary (not knowing what really was the matter with Pooley) was the worst thing he could have done, tending to make him worse instead of better. Mr. Evers said Pooley had gone contrary to his orders by taking brandy, which would also tend to aggravate and not allay the attack. Mr. Evers had ordered him to throw cold water over himself, and sit quietly for a short time.

These symptoms were those seen by the Station Master, the queer look, his being all wet, &c., and the charges of being drunk and the threat of being deprived of his engine was opposed to the advice of Mr. Evers (to sit still), as it only excited him and made him worse. Considering Pooley's behaviour hitherto, dated from his passage out with me from home, when at Aden and Galle the other three men were not sober, Pooley, I observed, was sober and took care of the others. He has also worked the laterite train from Tanjore very well indeed, and being alone there would, had he the disposition for drink, have certainly taken advantage of it. Foreman Cox speaks well of him in every way. I have therefore concluded that the Station Master was mistaken, and, through ignorance of the real cause, made matters worse; that Pooley was quite sober, and, through being, had he been let alone, quite right in time to take his train. I have therefore instructed Foreman Cox to place him on duty again (as he was suspended pending enquiry). I do not defend him for refusing to leave his engine, on the contrary, I have administered a severe reprimand; but considering the circumstances, a young man being taken from his engine drunk, it would (as the Station Master told me Pooley had said) be the ruin of him if his Superintendent thought the charge just, and Pooley begged the Station Master not to do it. The language Pooley used, as repeated 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.

No. 329.

ORDER THEREON, 12th February 1869, No. 460.

RAILWAY, No. 25.

On a careful consideration of these papers, the Government cannot but believe that Driver Pooley was in some degree under the influence of liquor on the morning of the 24th June 1868, though

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12th February 1869.*

it is probable that he may also have been affected by exposure to the sun. As he has now been so long restored to duty, His Excellency the Governor in Council will not insist on his removal, but requests the Consulting Engineer for Railways to obtain and submit a report on the Driver's conduct since his re-instatement. Major Shaw Stewart will also furnish a further report after the lapse of six months from the date of these Proceedings.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Augustin.

Govt. of Madras.

PUBLIC WORKS.

To

THE SECRETARY TO GOVERNMENT

RAILWAYS

Date

Recd.

Ind.

1868

1868

1868

Nos. 334-333

Pooley, Driver (Railway).—The Consulting Engineer requested to submit a report on the conduct of Driver Pooley of the Great Southern of India Railway since his re-instatement, as also a further one after the lapse of six months from the date of these Proceedings.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 460.

From

Major J. H. Mc Shaw Stewart M.C.
Consulting Engineer for Railways,

To

Colonel G. A. O. M.C.

Secretary to Government,

Public Works Department,
Fort Saint George

Sub,

In compliance with the instructions conveyed in G.O. dated the 26th ultimo, N^o 3712, 43-9th Dec/68 I have the honour to submit a letter from the Agent of the Madras Railway Company, with which are forwarded the statements of the Assistant Traffic Manager and of the Station-master at Corode, regarding the circumstances under which Driver Pooley was ordered to leave his engine on the 24th June last. The original report of the Station-master, Mr. Parsons, written on the

the 24th June, the day on which the circum-
stances occurred, is also submitted by
Mr. Colwin.

2 A letter from the Agent of the
Great Southern of India Railway Company
is also enclosed, from which it will be
seen that Pooley was suspended during the
investigation of the charge brought against
him, but that when the Locomotive Super-
intendent was satisfied that the charge
of drunkenness was unfounded, Pooley
was permitted to return to duty, after
being censured for resisting the order of
the Station Master. Mr. Sheward states
that Pooley has not received promotion.

3 From a subsequent letter re-
ceived this day from Mr. Belts, it will
be seen that Mr. Sheward is unable to give
any particulars of the previous unfound-
ed charge or charges of drunkenness
which he alleged had been brought by
the Erode Station Master against some
of

182824

8th Dec 1824

182839

17th Dec 1824

Letter to
Agent of the
Great Southern
of India Railway
Company
182839

182839

15 of the Locomotive Servants; and from Mr.
Colwin's letter herewith enclosed it seems
clear that no such charge had ever been
brought by Mr. Parsons until the 24th
June last.

4 Mr. Belts forwards a copy of
Mr. Sheward's report on Pooley's case.
This is also enclosed for the consideration
of Government. After reading it and
the other papers bearing on the subject,
I find it difficult to understand
how Mr. Sheward arrived at the conclu-
sion that Pooley was not intoxicated.
It is highly improbable that Messrs. Messy,
Mr. Leartes, Mr. Parsons, and the Apothecary
at Erode, could have been one and all
mistaken in such a very simple matter
as to whether a man was or was not
under the influence of liquor; and I
have little doubt that had Pooley
been prosecuted, the clear and explicit

evidence

evidence of these gentlemen would have been sufficient to convict him under clause XXVII of the Railway Act of 1851.

Madras.
21st December
1868

I have the honor to be
Sir
Your Most Obedient Servant
Major M.R.
Colon: Engrs: for Railways

26 Jan 1869, Q. 198

1868

Substituting letter
from the Agents of the
Madras Rly. Co. to the
responsible Officer for
Railways

Date 21st Dec 1868
Received 22nd Dec 1868

No. 460-
Serial: 61

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

From:
The Consulting Engineer
for Railways.

Public Works Department
Chief Engineer - Railways

28-5-1869

Great Southern of India Railway
Local Manager, South Office
No 922, Secy. to the Railway 29 June 1868
My dear Sir
On Friday last I went to Court
to enquire into the charge brought against
James Peasey by the Post Station
Master that of being in liquor and
unfit to take his train. The Station
Master however went to show that
James Peasey on the platform last
about the head and shoulders and
looking queer about his eyes. He thought
himself forced for drink and taken
to (Station Master) asked if I was
with it. I was then very quiet and
grew more so when threatened with being
shipped from his train. The Station
Master called the Telegraph Signaller
who however stated that although he
thought Peasey looked "oddly" upon
talking to him he concluded to leave him
out

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Agent and all anag.

out of the station. Poley stated to
him. The station collector also called
the station collector and told
him he had been asked by Poley to
administer something to put him right
and from the symptoms he concluded
Poley was in liquor. When asked
to administer he had taken a glass of
Brandy at the Refreshment Room. Under
the impression therefore that Poley was
drunk the Apothecary gave him Soda
and a aperient to counteract the spirit
but the effect of smoking him with
made him worse and the Apothecary
thought that as he did not effect
the cure must be very drunk. The
station Refreshment Room bottles deposit
to having sold Poley a glass of Brandy
on Tuesday evening & on Tuesday
morning Poley's statement is that he was
never more sober but that he had an
attack of a rush of blood to his head
on Tuesday morning and he being out of
the

the Sun early morning. He arrived at
Mr. Cross arrived his horse was in such a
manner provided a quantity of chloroform
and himself and with finding the horse in the
desired effect, thought it might be of service
after the Refreshment Room bottles taken
by the station collector and the
Poley's condition was improved and the
station collector, pleased in his change
he got excited knowing himself to be sober
and taken the station collector wanted to
take him off the engine to get more excited
and refused to be removed. In the state
he was in by a passenger in the train
of Major Henry who would naturally
have thought him mad or tipsy.
Over guards Mr. Langdon I saw at
Cardiff and questioned upon the
subject. The station collector said the
man had expressed himself unwilling to
go with his train if Poley drove as he
considered his right to take his train.
He however he did not feel the contrary.

Guard

Agent and Manager

1. He had seen Pooley, without Eugene, at the
when Eugene, and I heard him give his order to
his freedom and was at his own street and usual
taken asked by the station and I thought
thought Pooley got the last of his back and
I heard the matter of Eugene's and I was asked
2. by "my" lady the head of the station and I was
not his confidence and the woman drunk replied
I did not see the man the man took
shakes enough as far as I could see, and
I did not wish to interfere in the matter
Pooley's freedom, depend on his coming to the
stage at the usual hour and doing his work
as usual quiet shaker. A Madam Railway
Drives also depend on having seen Pooley
at 11.50. when he was quiet shaker. Drives
Commings also said Drives Pooley was
quiet shaker but existed at 11.30. when
he got to the station. Drives Pooley
to having seen Pooley doing his work and
had really become quiet and act as a drunken
man. when he should go to pour water over
himself and come back again in an hour

5
or is all right. Dr. Cuen our apothecary
depend on having trusted Pooley away after
for "superfluity of blood" & "rushing of blood
to the head". He states that the medicine
("Coca and Opium") given by the local
apothecary (not knowing what really was the
matter with Pooley) was the worst thing he
could have done tending to make him worse
instead of better. Dr. Cuen said Pooley
had gone contrary to his orders by taking
Bismuth which would also tend to aggravate and not
allay the attack. Dr. Cuen had ordered
him to throw cold water over himself and
sit quietly for a short time. These
symptoms have there been by the station
collector. the quiet look and his being
all out to and the changes of being drunk
and the threat of being deprived of his
Eugene now appears to the advice of
Dr. Cuen (to sit still) as it only excited
him and made him worse. Concerning
Pooley's behaviour witness dated from his

Agent and Manager

his passage out with one from home taken
at Aden and Galle the other 3 men were
not taken Pooley delivered two ladies
and took care of the others. He ^{has} also worked
the Lateral train from Tanjong every week
indeed and being alone there would, had
he the disposition for drink have certainly
taken advantage of it. Foreman Coy speaks
well of him in every way. I have therefore
concluded that the Station Master
was mistaken and through ignorance
of the real cause made matters worse.
that Pooley has quite sober and would
have been had he been let alone quite
right in time to take his train. I have
therefore instructed Foreman Coy to place
him on duty again (as he was suspended
pending enquiry), I do not defend him
for refusing to ^{leave} his Engine on the contrary
I have administered a severe reprimand
but considering the circumstances a young
man being taken from his Engine drunk
it

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it would (as the Station Master told
me Pooley had said) be the ruin
of him if his Superintendent thought the
Charge just and Pooley begged the Station
Master not to do it. The language
Pooley used as repeated 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.

Yours truly
J. P. Edwards of Shewards

1, Tru. Coy.

William B. B. B.

Agent

J. P.

Agent and Manager

No. 543

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE.

Madras, 9th December 1868.

From

R. B. Selwin Esqre.

Agent and Manager of the M.R. Co.

To

Major J. H. Stewart, R.E.

Consulting Engineer for Railways.

Sir,

In accordance with the request contained in Captain Lindsay's letter of the 30th ultimo, No. 391, I have the honor to enclose a copy of the Reports furnished by Mr. Cantow, Assistant Traffic Manager, and Mr. Parsons, the Station Master at Erode arising out of the conduct of Engine Driver Pooley, attached to the staff of the Great Southern of India Railway Company.

In reply to paragraph 2 of Captain Lindsay's letter, I beg to state that this is the first instance of misconduct on the part of Great Southern of India Railway servants, which has been brought to my notice, and Mr. Parsons, it will be seen, is not aware of having reported any of that Company's employees, besides Pooley. It would seem desirable, therefore, to request Mr. Stewart to furnish the necessary particulars.

I have the honor to be
Your most obedient servant.

R. B. Selwin
Agent and Manager

A. N. 5003/68

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the
the

Madras Railway
Asstt. Traffic Managers office
Bangalore 7th December 1868

110

My dear Sir, I beg to acknowledge your letter No 666 dated the 1st instant enclosing copy of a letter from the Acting Deputy Consulting Engineer for Railways to the Agent and Manager, requesting him to call upon me for a statement of what took place at Erode Station on the 24th June last, when a Driver of the Great Southern of India Railway was reported drunk and incapable of managing his engine.

and incapable of managing me. On the date in question, I travelled in the 5 P.M. train from Salem and on arrival at Erode, saw a man rushing frantically about the platform and creating a general disturbance. I immediately called for the Station Master who informed me the individual was the Driver of the train which should start for Negapatnam at 9 o'clock that morning. I enquired what steps he had taken to obtain another Driver for the train, as it was simply dangerous to allow the intoxicated man to mount his Engine. The Station Master replied he had telegraphed to Trichinopoly for authority to allow a "shunting Driver" who was there at Erode to take charge of the Engine, which authority was granted. This is all I know from personal observation, as

charge of the engine, which accordingly was
This is all I know from personal observation, as
I was obliged to continue my journey to Coimbatore, but
Major Hessey Suptl of Revenue Survey Coimbatore, will I
have no doubt be able to enter more fully into particulars, as
he witnessed the whole scene and I understand assisted the
Station Master in securing the Driver who persisted in
running after the train when it had started. I enclose extract
of Mr. Pearson's Report and beg to endorse his statement, that
the "Driver was so far under the influence of liquor as to
render it unsafe to allow him to take charge of his engine".
Yours faithfully,
J. H. H.

Yours faithfully,
Signed P. D. Carter
Asstt. Traffic Manager

MAUDIAS FAMILY

Find

The Agent and Marginal

The Consulting Engineer

for Italy

Dr. H. 5003/18.

Vol 9 of 1868, 1869.

Lucy

No. 543

Corresponding, as required in
 the Fund was left of the 20
 August, viz 391, value of the
 Wilson's furnished by the
 Rev. Mr. Mowbray. It was
 returned, as stated above
 at 1800, owing out of the
 Fund of August 1801, being
 attached to the 10th of 1801
 of 1801 of 1801.

[illegible]

A. D. Barber Esq.
Asst. Traffic Manager
Buffalo.

Driver Poole's conduct on the 24th of June last.
Yours, &c. D/949 dated 3-12-68.

With reference to the above I beg herewith to attach a copy of my original Report to the Assistant Traffic Manager, Trichinopoly, on the matter, in which a detailed account of this case is set down.

case is set down.

I beg to state that Driver Pooley's being drunk was noticed by Major Hessay (a passenger by the N.Y. Train on the morning in question) before I had spoken on the subject and he asked me if this man was to take charge of the Engine and further remarked that he would not like to risk his life in the Train - with this man driving or words to that effect - I beg that Major Hessay may be requested to send in his statement of this occurrence.

With reference to Para 2 of the attached letter from the Consulting Engineer I beg to state that I do not recollect reporting or Great Southern Driver for Drunkenness either before or after this.

or after this. I beg that the Comotive Superintendent
of the G. S. J. & Co be requested to send in my
original report to which he refers.

Grade Innovation
5-12-68.

Yours ~~for~~^{for},
W. D. Parsons
Station Master.
Greene Extract
W. D. Barber
Asst. Traffic Manager.

N. 714:37
Crosby, Michigan
June 24, 1888.
Stanton
Asst Traffic Manager

Sir,
I beg to report that Driver Pooley of the
C.P. train was, at the time of the accident, under the influence of liquor
this morning. I was of opinion it was decidedly
unsafe to allow him to go up in charge of the engine.
The Guard was of the same opinion and said he
would under no consideration start his train with
this man on the engine. I told him (the Driver)
therefore that he was not to go up by the C.P. train,
and gave Mr. Brown, the checker, written order
to take the train on to Krichinopolis.

Before the Bell was given for starting
Driver Pooley got on the engine contrary to my
orders gave the whistle and was about starting
the train he was stopped however and then came
off the engine.

When the time was up I gave the Bell
and the Guard started the train after it had
passed the platform. Driver Pooley suddenly ran
after it before he could be prevented and got
on the foot board. I immediately gave a signal
to stop the train he was taken down and the
train again started. He broke loose a second
time and got on the engine the train was
stopped again and he was requested to come down
he however forcibly took possession of the lever
and opened out steam the brakes were put on,
and fastening tightly down, he tried to unscrew
the brakes so as to set the train in motion.
I got a number of the station Porters on the

Engineer and overpowered him he was then
carried down and taken to the station -
Major Hesse was in the train at the time, and
came down to render assistance and was a
witness of the whole proceedings.

Yours obediently

R. A. Parsons

True Copy

R. A. Parsons

True Copy

W. J. H. H. H.

Agent & Manager

St. H. 5003/1881

Great Southern of India Railway
Agents office Negapatam 2nd Dec 1880

No 25211

From

The Agent

Great Southern of India Railway

The Consulting Engineer

for Railways

Madras.

Sir

Yours No 323

The Locomotive Superintendent, to

whom I referred your letter, writes,

"Fireman Pooley holds the same position

now as he did at the date referred to -

he was suspended during the investigation

of the charge against him and when I

found to my satisfaction that the charge

of drunkenness was unfounded, after

severely reprimanding him before his brother

workmen for his want of judgment in

resisting the order of the Station Master

he was permitted to return to duty.

He

Yours

Q. 659000 1889 C. 191

He has had no promotion.
 I have the honor to be
 Your most obedient servant
William B. B. B.
 Agent

2652 Jan 1889 C. 179

The Consulting Engineer
 for Railways
 Madras
 27th Dec 1888
 P. M. 1888/1889

N° 2839

GREAT SOUTHERN OF INDIA RAILWAY.
 AGENTS OFFICE.
 NEGAPATAM, 17th December 1888

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer
 for Railways
 Madras

SIR,

In compliance with the request
 contained in your letter No 335 of the 16th instant,
 I attach hereto copy of the Locomotive
 Superintendent's report on Fireman Pooley's
 case.

2. Mr Sheward informs me he is
 unable to give the particulars of the case he
 referred to in the letter, of which I sent you
 a copy with my No 2773/-
 "When at Erode inquiring into Pooley's
 case two of the Madras Railway servants there
 informed me of a charge made by the Erode
 Station Master against a P. W. Inspector at
 Erode which was proved to be unfounded."

I have the honor to be
 Sir
 Your most obedient servant
William B. B. B.
 Agent

No 2824
 6904

Public Works Dept
No 460
Proceedings of the Mayor's Corporation
Under date the 11th ^{February} ~~January~~ 1869
Read the following

on the Consulting Eng^r & S. E. dated 21st Decr/68 at 40
for Railways

On a careful consi-
-deration of these papers,
the Gov^t cannot but believe
that Dr. Wm. Pooley was in
some degree under the
influence of liquor on the
morning of the 24th June
1868, tho' it is probable
that he may also have
been affected by exposure

to the Com. As he has now
been so long restored to
duty, His Excellency the Gov.
in Council will not insist
on his removal, but, respects
the Consulting Eng^r for Rail-
ways to obtain and submit
a report on ^{the} ~~his~~ ^{the} ~~driver's~~ conduct
since his reinstatement.
Major Shaw Stewart will
also furnish a further
report on ~~the conduct~~
~~of the driver~~ after the lapse
of six months from the
date of these Proceedings

2/2
Wb

To The Consy Eng^r for Rail-
ways
Sept 13/74

147
1874
The Consy Eng^r for Rail-
ways
Sept 13/74

Ac 5003

Court of 1869, Madras.

PUBLIC WORKS.

To the Consulting Engineer
for Railways

Dated

Recd.

G. O. H. 1869, No. 1166

Nos. 228-229

Osley. Driver (By) 
Enq. requested to submit
a report on the conduct
of Driver Osley of the G. S. & M.
line his remittance, as
also a further one after the
space of six months from
the date of these proceedings.