

(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. 293, 294,	148.	Press Mis.
Dated	16 - 1 -	1873.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
16th January 1873.*

No. 293. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 19th December 1872, No. 703 :—

IN compliance with the directions conveyed in the 1st paragraph of the Order of Government, dated the 25th ultimo, No. 2,771, I requested the Agent of the Madras Railway Company to re-convene the Committee with a view to the re-consideration of the circumstances connected with the recent accident near Ballypully as affecting the conduct of Chief Guard Reid, and I have now the honour to submit

a letter* from the Agent giving cover
to the Minutes of a Meeting which was
held upon the 2nd instant.

* No. 893, dated 5th December 1872.

2. It will be seen that "while fully recognising the fact that Guard Reid failed in judgment in not sending forward his Under Guard with the third class brake attached to the first part of the train, the Committee are nevertheless of opinion that in the absence of any specific rules to guide him, and under the difficult circumstances in which he found himself placed, no serious blame can be attached to him." They accordingly express a hope that "on a review of the whole circumstances, His Excellency the Governor in Council will be induced to agree with them in their conclusions that Guard Reid's case was one which was fairly entitled to exemption from punishment."

3. Some stress is laid by the Committee upon the fact that it was the first instance in which Guard Reid had found it necessary to divide a train; but, although this is the case, it seems evident that the necessity for dividing trains upon the Ballypully Ghaut has arisen not unfrequently of late. Driver Young, in the evidence given by him on the 15th October, stated that "during two years he had had occasion to divide his train about five times," and it seems to me that under such circumstances it should have been recognized that a similar necessity must arise from time to time, and that rules should have been framed for the guidance of guards and drivers. Until the occurrence of the accident to the 2 P.M. train on the 28th October last, no one in this office was aware that it had ever been found necessary to divide a train upon any part of the Madras Railway system. In a letter this day received from the Agent, it is explained that no special report has ever been made of these occurrences. The Traffic Manager states that "the instances of dividing a train are so few and far between, that it has not been considered necessary to keep any further record of the fact than is kept of the shunting of vehicles on and off a train, which, together with any occurrence out of the usual course, is recorded in the Guard's journal."

4. With reference to the 2nd paragraph of the Order of Government under acknowledgment, I hope to be able soon to lay before His Excellency the Governor in Council the revised rules and regulations which will be proposed for adoption on the Madras Railway.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 5th December 1872, No. 893.

With reference to your letter No. 995 of the 29th instant, I have the honour to inform you that in accordance with the request of His Excellency the Governor in Council, I re-convened the

*Proceedings of the Madras Government, Public Works Department,
16th January 1873.*

Committee that inquired into the circumstances attending the accident that occurred at Ballypully on the 28th of September last for the purpose of re-considering the decision which had been previously arrived at in reference to Guard Reid's conduct on the occasion.

2. I now beg to enclose, for submission to Government, a copy of the Minutes of the further Meeting of the Committee which was held on the 2nd instant.

Minutes of a Meeting held at Pater's Gardens on Monday the 2nd December 1872.

PRESENT. { Mr. R. B. ELWIN.
,, BERESFORD ANDERSON.
,, BARTON WRIGHT.
,, H. E. CHURCH.

READ letter from the Consulting Engineer, No. 995, dated 29th November, giving cover to Order of Government, No. 2,771, dated 25th idem, arising out of the evidence taken by the Committee, and the conclusions arrived at by them in connection with the accident which occurred to the 2 P.M. Mail train from Madras on the 23rd September on the Ballypully Ghaut.

2. In accordance with the request of His Excellency the Governor in Council contained in the abovementioned order, the Committee have re-considered the question as affecting the conduct of Chief Guard Reid, and though fully sensible that the Chief Guard is responsible for the safe working of a train, are yet of opinion that Guard Reid acted to the best of his judgment.

3. While fully recognizing the fact that Guard Reid failed in judgment in not sending forward his Under Guard with the 3rd class brake attached to the first part of the train, the Committee are nevertheless of opinion that in the absence of any specific rules to guide him, and under the difficult circumstances in which he found himself placed, no serious blame can be attached to him.

4. The reasons assigned by Guard Reid for retaining the second brake are—

1st.—That the night was very stormy; the train was brought to a stand on the steepest part of the incline, and he doubted the sufficiency of his own brake to hold the passenger vehicles, which he naturally considered demanded his greatest care.

2nd.—That the bad state of the weather rendered it, in his opinion, necessary that a signal should be exhibited in front to protect this portion of his train and to guide the driver on his return as to its position; for had the train been left with only one brake, it would have been unsafe for Guard Reid to leave it for the purpose of exhibiting such signal himself.

5. These reasons appear to the Committee sufficient to show that Guard Reid acted to the best of his judgment, especially in the absence of any rule to guide him, and considering that this was the first instance in which he had, during a service of eight years and one month, found it necessary to divide a train.

6. Considerable discretion must necessarily be left in the hands of Guards and Drivers, and the Committee would be very reluctant to adopt any measures calculated to deter men from accepting responsibility under circumstances of exceptional difficulty not specifically provided for by the rules of the Company.

7. It was this feeling which influenced the Committee in arriving at their decision with respect to Guard Reid, and they trust that on a review of the whole circumstances, His Excellency the Governor in Council will be induced to agree with them in their conclusions that Guard Reid's case was one which was fairly entitled to exemption from punishment.

(Signed) BERESFORD ANDERSON.
(„) H. E. CHURCH.
(„) R. B. ELWIN.
(„) BARTON WRIGHT.

*Proceedings of the Madras Government, Public Works Department,
16th January 1873.*

No. 294.

ORDER THEREON, 16th January 1873, No. 148.

RAILWAY, No. 36.

ORDERED to be recorded.

2. His Excellency in Council considers it essential that precise rules should at once be prescribed on the subject of dividing trains, such division appearing of not unfrequent occurrence upon the Ballypully Ghaut.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. T. O'Connor.

No. 893.

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MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE.

Madras, 5th December 1872.

From

Robert B. Shwin Esquire
Agent and Manager. of the M.R.C.

To

Lieut. Col. J. H. M. Shaw Stewart R.
Consulting Engineer for Railways.

SIR,

With reference to your letter
No 995 of the 29th instant I have the
honour to inform you that in accord-
-ance with the request of His Excellency
the Governor in Council I recommended
the Committee that inquired into the
circumstances attending the accident
that occurred at Bahypully on the 28th
of September last, for the purpose
of reconsidering the decision which
had been previously arrived at in
reference to Guard Reid's conduct
on the occasion.

2. I now beg to enclose for
submission to Government a copy

of

Of the Minutes of the further
Meeting of the Committee which was
held on the 2nd instant.

I have the honour to be,
Sir,
Your most obedient Servant,
Wm. W. Lewis
Agent and Manager

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Minutes of a meeting held at Paters
Gardens on Monday the 2^d December 1872

Present

Mr. R.D. Edwin
" Beresford Anderson
" Barton Knight
" H.C. Church

Read letter from the Consulting
Engineer No 995 dated 29th November giving
cover to Order of Government No 2771
dated 25th idem, arising out of the evidence
taken by the Committee and the conclusions
arrived at by them in connection with
the accident which occurred to the 2 P.M.
Mail Train from Madras on the 28th
September on the Ballypally Ghaut.

2. In accordance with the request
of His Excellency the Governor in Council
contained in the above mentioned Order,
the Committee have reconsidered the
question as affecting the Conduct of
Chief Guard Reid, and though fully
sensible that the Chief Guard is
responsible for the safe working of a
Train are yet of opinion that Guard
Reid acted to the best of his judgment.

3. While fully recognizing the

NADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

Dated 5th Decr 1872

Recd.

6. J. Picher
No. 893.

P.M. 6343/72.

Forwarding for sub.
committee of Engrs
and Chy of Madras
Meeting of the
committee held on the
2^d Decr with re-
gard to the Ballypally
accident.

Vide para 3
Minutes of
Meeting held
30th Sept

fact that Guard Reid failed in judgment in not sending forward his Under Guard with the 3rd class Brake attached to the first part of the Train the Committee are nevertheless of opinion that in the absence of any specific Rules to guide him and under the difficult Circumstances in which he found himself placed, no serious blame can be attached to him

4. The reasons assigned by Guard Reid for returning the second Brake are.

1stly. that the night was very stormy; the Train was brought to a stand on the steepest part of the Incline and he doubted the sufficiency of his own Brake to hold the Passenger Vehicles which he naturally considered demanded his greatest care.

2ndly that the bad state of the weather rendered it in his opinion necessary, that a signal should be exhibited in front to protect this portion of his Train and to guide the Driver on his return as to its position, for had the Train been left with only one Brake, it would have been unsafe for Guard Reid to leave it for the purpose of exhibiting such signal himself.

5. These reasons appear to

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the Committee sufficient to shew that
Guarrel Reid acted to the best of his
judgment, especially in the absence
of any Rule to guide him and
Considering that this was the first
instance in which he had, during
a service of 8 years and 1 month,
found it necessary to divide a Grain.

6. Considerable discretion must
necessarily be left in the hands of
Guards and Drivers and the Committee
would be very reluctant to adopt
any measures calculated to deter men
from accepting responsibility under
circumstances of exceptional difficulty
not specifically provided for by the
Rules of the Company.

7. It was this feeling which
influenced the Committee in arriving
at their decision with respect to
Guarrel Reid, and they trust that
on a review of the whole circumstances
His Excellency the Governor in
Council will be induced to
agree with them in their
conclusions that Guarrel Reid's case was
one which was fairly entitled to
exemption from punishment.

Respectfully,
Wm. H. Turner
Wm. H. Turner

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 703

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In compliance with the directions conveyed in the first paragraph of the Order of Government dated the 25th ultimo, No 2771, I requested the Agent of the Madras Railway Company to reconvene the Committee with a view to the reconsideration of the circumstances connected with the recent accident near Ballyhully, as affecting the conduct of Chief guard

P. M. 6343/72

Reid, and I have now the honour
to submit a letter* from the Agent, ^{Te. No 873} dated 5th Dec^r
1872.
giving cover to the Minutes of a Meeting
which was held upon the 2nd instant.

2. It will be seen
that, "while fully recognising the
"fact that Guard Reid failed in
"judgment in not sending forward
"his Under Guard with the third
"clap brake attached to the first
"part of the train, the Committee
"are nevertheless of opinion that
"in the absence of any specific
"rules to guide him, and under the
"difficult circumstances in which
"he found himself placed, no

serious

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"serious blame can be attached to
"him." They accordingly express a
hope that "on a review of the whole
"circumstances, His Excellency the
"Governor in Council will be induced
"to agree with them in their
"conclusions, that Guard Reid's
"case was one, which was fairly
"entitled to exemption from punish-
"ment."

3. Some stress is laid
by the Committee upon the fact
that it was the first instance in
which Guard Reid had found
it necessary to divide a train:
but, although this is the case,
it

As it seems evident that the necessity
to for dividing trains upon the
go Ballypally Ghaut has arisen not
wh unfrequently of late. Driver

2. Young, in the evidence given
th by him on the 15th October, stated
"fo that "during two years he had had
"ju" occasion to divide his train about
"he" five times": and it seems to me
"cl that under such circumstances it
"fo should have been recognised
"ar that a similar necessity must
"in arise from time to time, and
"ne that rules should have been
"de framed for the guidance of
"he guards and drivers. Until
the

the occurrence of the accident
to the 2 p.m. train on the 28th October
last, no one in this Office was
aware that it had ever been
found necessary to divide a train
upon any part of the Madras Railway
system. In a letter this day received
from the Agent, it is explained
that no special report has ever
been made of these occurrences.

The Traffic Manager states
that "the instances of dividing a
"train are so few and far between,
"that it has not been considered
"necessary to keep any further record
"of the fact than is kept of the
shunting

"shunting of vehicles on and off a
"train, which, together with any
"occurrence out of the usual
"course, is recorded in the
"guard's journal."

4. With reference
to the second paragraph of the
order of Government under
acknowledgment, I hope to be
able soon to lay before His
Excellency the Governor in
Council the revised rules and
regulations which will be proposed for
adoption on the Madras Railway.

Madras 3
19 December 1872 3
I have the honour to be
Sir
Your most obedient Servant
Maurice Smith Esq
Comr: Engr for Railway

P W Dept

Proceedings of the M. & C. Government
Under date the January 1873
Read the following
From the Cons. Eng. for R. G. No 703 of 17 Dec 72

Ordered to be recorded.

The question is not of any
decision. The R. G. appears
to be influenced by the personal
good character of Reid & the
difficult circumstances in which
he was placed. I think it desirable
not to insist too strongly on the
general principle.

N. C. the Governor
in Council regrets that he
cannot concur with the Com-
mittee of Railway Officers
in considering that Ignard
Reid was entitled to ex-

emption from punishment
when Engine Driver Young
was punished. Both men
are recognized as having
failed in judgment, in the
absence of any specific rules
to guide them; the only
difference being that Ignard

but he will not, after the
deliberate opinion expressed
by the Committee, further
pursue the matter.

The subject
accused. Printman
has been tried & ac-
quitted - the driver

Cons. Eng. for R. G. No 703 - 114

P. W. D. 72
No. 703 of 17 Dec 72

RAILWAY DEPARTMENT.

1872

From

No 6343

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 14th Dec 72
Recd. 20th Dec 72

No. 703.
Jan 16 1873

Encl: 2

Submitting is

letter from the General.

in R. G. joining cases to

the minutes of a meeting

which was held on the

23rd inst., regarding

the conduct of Chief Const.

Reid.

No 293

Cons. Eng. for R. G. No 703

P6543
the first time Reid's discretion
had been tested, while Young's, ^{omit}
according to his evidence, had
been similarly tried about
five times in two years.

Presuming his state-
ments to have been correct,
the Governor in Council is
of opinion that the framing
of specific rules for guidance
of their subordinates under
such circumstances has
been improperly delayed
by the Railway authorities.

G.M.W.

is about to be tried - what.

Probably the Grand Jury
be tried to - any how
the trial will elicit all about the ac-
cident - and the facts connected with it
fully brought to light - I would then propose to
advise about the Grand Jury present - only could
be for the rules I. & J.

This Excellency in Council
considers it essential that
precise rules should ^{at once} be
prescribed on the subject
of dividing trains, ~~a~~
~~such division~~ ^{such division} appearing
if not infrequent occurrence
upon the Ballypally

lyhat.

W.M.

No 148 J. H. D. 1873

Proceedings of the Madras Government
Under date the 16 January 1873

Read the following

From the Comd. Engr.
for Railways.

(No 703 of 19 Decr
1872)

Ordered to be
recorded.

This Excellency
in Council considers it
essential that precise
rules should at once
be prescribed on the sub-
ject of dividing trains,
such division appear-
ing of not infrequent
occurrence upon the
Bally

Ballypully, Gal.
Emu

Received of Mr. J. J. O'Connell
the sum of £100

for the purchase of
the land

at the rate of

£100 per acre

for the purchase of

the land

at the rate of

£100 per acre

for the purchase of

the land

at the rate of

£100 per acre

[Faint, illegible handwriting on the right page]

C/126343 8
Govt. of 1873 Madras
PUBLIC WORKS.

The Consulting Engs
for Railways

Dated

Recd.

Encl. 2

G. O. 16th June 1873, No. 148

C. 12989

Nos. 293 & 294

Rallypully Shant Ac-
cident. Papering orders
in letter ^{from the Consulting Engs.} giving cover
to minutes of meeting
held on the 2nd Decr
to enquire into the
conduct of Chief Shant
Reid in connection
with the Rallypully
Shant Accident.