M.R.O. 1—10,006—28-2-50.

(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.	1644 Rly	Press
B.P. No.		Mis.
403-404		
Dated	18-4-1874	195 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 18th June 1874.

No. 403. Read the following letter from Lieutenant-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, dated Madras, 25th March 1874, No. 185:—

In compliance with the instructions contained in paragraph 5 of the order of Government, dated the 9th instant, No. 624, I have the honour to lay before His Excellency the Governor in Council a letter* from the Agent of the Madras Railway Company, explaining the circumstances under which the Head Porter at Tripetty and one of his subordinates perform the duties of Chief Guard and Under Guard in the train which runs daily from Tripetty to Cudoor and back.

* No. 262 of 24th March 1874, with enclosure.

2. I agree with the Railway authorities in the opinion that the arrangement commends itself not only on the score of economy, but also on that of efficiency.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 24th March 1874, No. 262.

Upon receipt of your letter of the 17th instant, No. 256, with which was forwarded a copy of the order of Government, No. 624, dated the 9th instant, I placed myself in communication with the Traffic Manager, and I have now the honour to request that you will be so good as to submit, for the consideration of His Excellency the Governor in Council, the observations of that officer as conveyed in his letter of the 20th instant, C 209A and M—849, a copy of which is enclosed.

2. The arrangement which is in force at Tripetty for working the short traffic between that station and Cudoor was made with my concurrence, and since the receipt of the views of the Government as expressed in paragraph 5 of their order under reference, I have given this subject my most careful consideration.

3. Upon a review of the circumstances stated by the Traffic Manager, I trust that His Excellency in Council will concur with me in thinking that the present arrangement commends itself not only on the score of economy but also on that of efficiency.

4. The man Cassim Beg, who is responsible for the accident, is an old servant of the Company, is conversant with the duties of a Guard, and in his capacity of Head Porter of Tripetty, as explained in paragraphs 2 and 3 of the Traffic Manager's letter, ought to know better, than an ordinary Guard, how to work the traffic efficiently.

5. His Excellency in Council will not fail to observe that the Traffic Manager has arranged for a copy of the Rules for dividing trains to be exhibited in every brake-van on the line, and has further caused a copy of the Rules to be served upon every servant concerned in working the traffic.

6. If, however, after what has been stated the Government is of opinion that the present arrangement is undesirable, I will, on hearing from you to this effect, issue the necessary instructions for the employment of a regular guard to work this traffic.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 20th March 1874, No. C 209A and M—849.

Train breaking loose on Ballypully Ghaut.

With reference to the order of Government, No. 624, dated 9th March 1874, and to the Consulting Engineer's letter, No. 256, dated 17th idem, I would beg to say that, in appointing the Head Porter of Tripetty station, care has always been taken to select a man conversant

with, and capable of performing the duties of a guard, with the special object of working the short trains between Tripetty and Codoor.

2. In this particular instance Cassim Beg had actually served as a guard, and had been examined and found competent to take charge of a train. He had been in the service for 11 years, and during the whole of that time had been employed either in the capacity of a guard or Head Porter, so that it was scarcely possible to select a more likely man for the appointment. His duties as guard of the Tripetty and Codoor trains only occupied 3½ hours per diem, and at a time when his services as Head Porter of Tripetty station were least required.

3. The measure is not only an economical one, but is found an extremely convenient one in working the traffic, because the Head Porter, having charge of the Tripetty yard, is in a much better position to know what work has to be performed by the short train than a guard who simply comes on duty half an hour beforehand to take charge of a train; moreover, as all laden wagons brought from Codoor and Ballypully have to be weighed at Tripetty before they are sent on the Head Porter's knowledge of the Tripetty sidings, and the mode of shunting enables him to arrange his wagons in such a way as to involve the minimum of shunting at Tripetty, and therefore the minimum of delay to traffic.

4. The trains at the present time are being worked in the same way, and I would respectfully submit, may be safely so worked, but if after this explanation it is not considered desirable to continue the arrangement, a separate guard can be detailed for the duty, and as it will be seen the Company will have to pay this man a full day's pay for 3½ hours' work daily.

5. The duty of the Under Guard of this train consists simply in applying the brake when required; *it is not essential to safe working that he should be able to speak or read English, and provided the man acting in that capacity understands the use of signals and the mode of working a brake the arrangement is a perfectly safe one.*

6. *In order, if possible, to place the matter beyond any doubt,* I have caused a copy of the Rules for dividing trains to be placed in every brake-van on the line, in addition to serving every one concerned with a copy of the Rules, and on receipt of the final orders of Government in respect of the mail service, I propose to reprint the working Time-table in extenso.

No. 404. ORDER THEREON, 18th June 1874, No. 1,644.

RAILWAY, No. 68.

As the Railway authorities are perfectly satisfied that the arrangement under which the short traffic between Tripetty and Codoor is worked commends itself not only on the ground of economy but of efficiency, and as additional precautions have been taken to ensure the safe working of the traffic, His Excellency the Governor in Council will not at present insist upon any change. But the practice now sanctioned will be specified distinctly as the only exception permissible in No. 3 of the Revised Rules for dividing trains sanctioned in G. O., No. 1,642 of 18th June 1874.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd T O'Connor.

Spare Copies

No 797 District Engineer's Office
Madura 22 June 1874

From
Lieut Colonel R. Bowie R.E.
District Engineer, Madura

To
Colonel C. H. Walker R.E.
Chief Engineer S.I.Ry.

Sir,

I have the honor to report the removal on Board Coal of the Tender which was condemned on account of the recovery of Rupees 43-12-3 authorized to be effected in C.O. No 3632 of 11th November 1869 from Serang Colloy Cadeer Contractor for Public Works Department.

2 The Tender was engaged on construction of the Coolies Cottage of Conservancy Line District Office Court Compound Steamer Station and was forwarded with Letter of 10th June 1874

A detailed statement of the
Amount to get the work of Bridge No 3
remaining to be done & the Estimate of the
Officers of the Establishment required
for the prosecution of the same
had been and proceeded to be
1st Range Officers work & Measure
of the whole Length of 15 3/4 Miles
credited to Government.

2. In closing the accounts
connected with the proceedings
for the recovery of Rupees 63 in 3
from Sonbeer Village of Kadoor
found that a sum of Rupees 2
and fies 3 remained yet to be
remitted by the Tahsildar
accordingly been written to and
on its receipt from being that
sum will also be duly credited
to Government.

I have the honor to be
Sir
Your most Obedient Servant

Lieut Col RE
District Engineer, Madura.

P. W. 1874. Dep. 7.7.
From No: 3383
The District Engineer
Madura

To The Chief Engineer.
P.W.D.
Madras

Loaded 2d
Despatched 3d
Received 6th

Reports the termination in March last, and the result of the suit decided in Branch Court of Moonsiff's Court of Periakulam No 43-43 from one Gurusamy Reddy under Sub Magistrate P.W. Department.

Returned to the Executive Engineer, Periakulam with reference to his letter dated 16th March 1875 No 145.

Mr. Ingram

405-406.

Received & Recorded 6 June 1875

1819/

Govt. of Madras.

PUBLIC WORKS.

To The Secretary Govt.
Public Dept.

Dated

Read

Encl. 2

G. O. 18th June 1844

Nos. 403-404.

Traffic - Madras Ry

Intimating that no
change at present will
be insisted upon in the
arrangement under which the
short traffic between Erode
& Coimbatore is worked, but
that matters may remain
as specified distinctly
the only exception per-
missible in No. 3 of the
said Rules for dividing trains.