

*Proceedings of the Madras Government, Public Works Department,
29th October 1875.*

No 492 Read the following letter from Major C J SMITH, R E, Officiating Consulting Engineer for Railways, to Major-General G. W WALKER, R E, Secretary to Government, Public Works Department, dated Madras, 15th October 1875, No. 566 —

I HAVE the honor to forward an application* from the Acting Agent of the South Indian Railway for the modification of a clause in the Railway Rules, where it is

* No 831, dated 2nd September 1875 enjoined that in addition to the engine driver and fireman an assistant fireman shall be carried on each engine. It is advanced in favor of the relaxation of the rules that the space on the foot-board is insufficient, and that the work is well within the capabilities of two men.

2 I have the honor to forward the reply* to a reference from this office, received from the Consulting Engineer to the Government of India for State Railways, in which that officer advocates adherence to the existing rules.

3 I cannot myself recommend the relaxation of rule asked for. One of the South Indian drivers lately died on his engine, and a second man lately told me he had fainted on the engine. It is not at all an unusual thing for natives to be seized with giddiness, and, for some time to come, the watch kept by the third man on the long narrow gauge trains will, I feel sure, be required.

4 It is, I believe, proposed to fit the engines with brake power which will give additional work, and it must not be overlooked that the fusing of the fire bars in the new engines has been attributed solely to neglect on the part of the men to rake out the small ash-pans sufficiently often, their excuse being that they are overworked.

From D LOGAN, Esq, Acting Agent of the South Indian Railway, to Lieutenant-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, dated Trichinopoly, 2nd September 1875, No 831

In clause 28 of Section XIII of the book of Rules and Regulations for Railways in India, it is laid down that in addition to the engineman and fireman an assistant fireman shall be carried on each engine.

2 The Locomotive Superintendent advises me, that the foot-plate space provided for working our narrow gauge engines is so limited that there is not room for three persons to stand and admit of the firing being done and the engine work being attended to, and Mr Sheward is of opinion that the work required on these small engines is well within the capabilities of one fireman.

3 On the metre gauge tank engines, landed at Madras, there is not room for three persons to stand at all.

4 I have the honor to request, in view of these circumstances, that the sanction of Government may be given to a modification of the clause referred to, whereby we may be permitted to employ only an engineman and one fireman on each narrow gauge engine.

5 I may refer to the Arcotum-Conjeevaram branch engines, which are, and always have been, worked by two persons only.

6 I have lately heard in a casual way, but cannot vouch for the accuracy of the statement, that it has been found necessary in the experience of some of the metre gauge State Railways to adopt the modification now asked for.

Proceedings of the Madras Government, Public Works Department,
29th October 1875

Memorandum by the Consulting Engineer to the Government of India for State Railways,
to the Consulting Engineer for Railways, Madras, dated 25th September 1875

We have generally on our metre gauge engines one native fireman and one native klassie besides the driver

2 The klassie is generally an intelligent coolie lad, who can gradually be taught fireman's duties and acquaint himself with the working and mechanism of the locomotive

3 Some of our foot-plates are very small, and there is barely room for a third, but native lads can go into a small space and sit about on the bunkers

4 Natives are subject to fever, and it is frequently fortunate that there is a second man to fire for a time if one should be incapacitated

5 As a general rule I think it desirable to have a second, and it is a good school of training for firemen

(Signed) GUILFORD J MOLESWORTH,
Cons. Engineer to the Govt of India for State Railways

No 493

ORDER THEREON, 29th October 1875, No 3,067

RAILWAY, No 45

UNDER the circumstances explained by the Officiating Consulting Engineer for Railways, His Excellency the Governor in Council is not disposed to accede to the proposal of the Acting Agent of the South Indian Railway to reduce the number of firemen on each engine. Besides the duty of attending to the working of the engine it is necessary that a good look out should be maintained both in front and behind, and this cannot be efficiently done by one assistant while the driver is attending to his more legitimate duties

2 Copy of the enclosure to the Consulting Engineer's letter will be furnished to the Agent and Manager of the South Indian Railway

(True Extract.)

Major-General, R E,
Secretary to Government

Railway Department
Madras 15 October 1875
No 166

From
Major G. J. Smith R.E.
Offg. Consulting Engineer for Railways

To
Major General H. W. Walker R.E.
Secretary to Government
Public Works Department
Fort Saint George

Sir,
I have the honour to forward
No 31d/2 Sept 75 an application from the Acting Agent of the South Indian Railway for the modification of a clause in the Railway rules where it is enjoined that in addition to the engine driver and fireman, an assistant fireman shall be carried on each engine. It is advanced in favour of the relaxation of the rules that the space on the foot board is insufficient and that the work is well within the capabilities of two men.

I have the honour to forward
No - 2/25 Sept 75 the reply to a reference from this office received from the Consulting Engineer to the Government of India for State Railways in which that officer advocates adherence to the existing rules.

I cannot myself recommend
the

the relaxation of rule asked for. One of the South Indian drivers lately died on his engine, and a second man lately told me he had fainted on the engine. It is not at all an unusual thing for natives to be seized with giddiness, and for some time to come the watch kept by the third man on the long narrow gauge trains will, I feel sure, be required.

It is, I believe, proposed to fit the engines with brake power which will give additional work, and it must not be overlooked that the fusing of the fire bars in the new engines has been attributed solely to neglect on the part of the men to take out the small ash pans sufficiently often, their excuse being that they are overworked.

I have the honor to be
Sir,
Your most obedient servant
Wm. R. E.

Offg. Comr. Engineer for
Railways

1895 Sept.
Railway Department
No. 623
Offg. Comr. Engineer
for Railway

The Secretary to Govt.
Public Works Dept.
Fort St. George.

15 October 1895
ad 1895

Submitting an application from the Agent requesting a relaxation of the rule of the Railway specifying the number of men to be sanctioned.

No 3067-29-10-75

No 3067 P.W. N
Proceedings of the Madras Govt.
Under date the 29 Oct 95
Read the following:-
From the Offg. Comr. Engineer P.W. No. 566 of 15 Oct 95.
for Railways

Under the circumstances explained by the officiating Consulting Engineer for Railways His Excellency the Governor in Council is not disposed to accede to the proposal of the Acting Agent of the South Indian Railway to reduce the number of firemen on each engine. Besides the duty of attending

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tained both in front
and behind, and
this cannot be ef-
ficiently done by
one Assistant while
the driver is attending
to his more legitimate
duties.

Letter to the
Agent of the
South Indian
Railway

Copy of the memo
sent to the Comd.
Super's letter will
be furnished to
The Agent under
direction of the
South Indian
Railway -

Copy

Drafts - 10-11-75

Conf. Rep. 12

File 17

6623
Govt. of India
PUBLIC WORKS.

10
Consig. Reg. for
Rys

Dated
Issued
Recd
Ind

G. O. 29th Feb 1875 No 3067

Nos. 492-493

Reductions in the number of
fireman on each engine,
S. I. Reg. - intimates that
the proposal of the Acting Agent
of the S. I. Reg. for the
is not acceded to -