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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.

3231

Press

B.P. No.

~~Mis.~~

Dated

12-11-1955

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th November 1875.*

No 279 Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R E, Consulting Engineer for Railways, to Major-General G W WALKER, R E, Secretary to Government, Public Works Department, dated Madras, 27th October 1875, No 580 —

With reference to the Order of Government, dated 1st October 1875, No 2,828, I have the honor to explain that it has of late been the practice to retain in this office all reports of accidents which are not of a serious nature until as full particulars as possible regarding them have been obtained from the Railway Authorities. This procedure appears to have been introduced with a view to meet the wishes of the Government as expressed in the following orders —

No 513, dated 23rd February 1872
„ 2,700, „ 11th November 1870

2 All reports of derailments, for instance, are retained until their cause has been as far as possible ascertained, and the punishment awarded to servants of the Company responsible for the same has been recorded. In the same manner an accident to a servant of the Company is not reported to Government until it has been ascertained whether he has recovered sufficiently to return to duty. In all fatal accidents the inquest verdict is required, and this takes time to obtain from the Police.

3 In the present case the report of the obstruction being placed on the line was received in this office on the 28th July last. The Agent having stated that the case had been reported to the Police, no further action was taken until the 1st September, when it was considered that a sufficient time had elapsed for a full investigation. The Agent was accordingly addressed, and his reply (embodied in my endorsement) was received upon the 23rd September, on which date the report was laid before Government.

4. A fuller and very suggestive illustration is afforded by the accident referred to by Government in their Order No 2,864, dated 6th October 1875. A complete abstract of the correspondence in this instance will show the action taken by this office during the period which the brevity of the endorsement led the Government to believe had been spent in inaction in the matter. The accident was first reported on 17th March 1875, and fuller particulars followed on the 22nd March 1875. The Consulting Engineer called for further particulars, 27th April 1875, a period of about one month having, as is usual, been allowed to elapse. On the 3rd of May the Chief Engineer replied that nothing further had been heard, that the matter was in the hands of the Police, and that the Superintendent had promised that every exertion should be used to discover the offending parties. On the 14th June the Consulting Engineer again made inquiries on the subject, and on the 21st June a reply to a similar effect to the last was received. On the 2nd August a further reference on the subject was sent, and on the 9th August the Chief Engineer replied, through the Agent, that inquiries were still being made. On the 1st September the Consulting Engineer begged to know if there was any likelihood of the perpetrators of the outrage being discovered, and on the 21st September the reply was received the substance of which was given in an endorsement submitted to Government the following day.

5 It is submitted that the above correspondence, in one out of many such instances, shows clearly the need of some definite instructions on the part of Govern-

*Proceedings of the Madras Government, Public Works Department,
12th November 1875.*

ment based on a full consideration of the end aimed at in these reports. This will seem the more necessary if it be remembered that every such reference necessitates and secures a personal inquiry and report on the part of some member of the engineering staff, as to circumstances at a distance from his head-quarters, and in communication with Government Officers and Departments in no way connected with the Railway, necessitating correspondence on what cannot but seem comparatively unimportant particulars, although perhaps not so

6 It is clearly necessary that this office should, in the first instance, be apprised of an accident, however trivial, immediately on its occurrence to facilitate investigation by the Government officers, and to enable them to challenge any failure of system which may seem indicated in the report. That, as a rule, further particulars should be furnished to this office directly available seems equally advisable, but it is thought the object sought by Government would be fully attained were unimportant accidents scheduled, as is now the case with cattle trespasses, and thus reported to Government quarterly. A similar schedule might then be forwarded by the Railway Company to this office, the columns of the schedule being extended so as to embrace the fullest particulars, such as "the date of return to duty of injured servants," "the result of action on the part of the Police," "the opinion of the administrative officers of the Railway Company." The present frequent references would, it is thought, be thus obviated, and the Government would still retain the power of reviewing the proceedings as effectively as under the present system of special reports, which cannot in any case reach the Government in complete detail earlier than they do now.

7 The periodicity of such an accident schedule would, it is thought, bring the subject formally and regularly before each divisional officer, and afford time for the collection of the details which, though essential in order that a complete record may be submitted for the review of Government, are, as a rule, always unimportant in their bearing on the accident itself, were it otherwise they would surely find a place in the original report.

8 As Government are aware, all serious accidents are at once reported to them, and no change in this respect is suggested, but reports of minor accidents have always been kept back till their record is complete to permit of their being reviewed and dealt with in one order of Government, and it is for these it is recommended that a schedule should provide

No 280 ORDER THEREON, 12th November 1875, No 3,231.

RAILWAY, No. 37

His Excellency the Governor in Council observes that, provided accidents of a serious nature be reported immediately after their occurrence, there is no objection to others of less importance being brought forward in quarterly schedules. Accidents fully accounted for should be distinguished from those under inquiry, and the latter re-entered in subsequent returns. The schedule submitted to Government should embrace such information as that which it is proposed in paragraph 6 to obtain from the Railway Company.

*Proceedings of the Madras Government, Public Works Department,
12th November 1875*

2 The Consulting Engineer will, of course, be apprised of all accidents immediately on their occurrence

(True Extract)

Major-General, R E,
Secretary to Government

To the Consulting Engineer for Railways

Exd S T Austin
Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, *27th October* 1875.

No. *580*

From

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

Consulting Engineer for Railways,

To,

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Order of Government dated *1st October 1875*, No 2528, I have the honour to explain that it has of late been the practice to retain in this office all reports of accidents which are not of a serious nature until as full particulars as possible regarding them have been obtained from the Railway Authorities. This procedure appears to have been introduced with a view to meet the wishes of the Government as expressed in the following orders:-

No.

No 513 dated 23 February 1872

No 2400—11 November 1870.

2. All reports of derailments for instance are retained until their cause has been as far as possible ascertained, and the punishment awarded to servants of the Company responsible for the same has been recorded. In the same manner an accident to a servant of the Company is not reported to Government until it has been ascertained whether he has recovered sufficiently to return to duty. In all fatal accidents the inquest verdict is required, and this takes time to obtain from the Police.

3. In the present case the report of the obstruction being placed on the line was received in this office on

the 28th July last. The Agent having stated that the case had been reported to the Police, and further action was taken until the 1st September, when it was considered that a sufficient time had elapsed for a full investigation. The Agent was accordingly addressed; and his reply embodied in my endorsement was received upon the 23rd September, on which date the report was laid before Government. A fuller and very suggestive illustration is afforded by the accident referred to by Government in their Order No 2864, dated 6th October 1875. A complete abstract of the correspondence in this instance will show the action taken by this office during the period which the brevity of the endorsement led the Government

Government to believe, had been spent in
inaction in the matter. The accident
was first reported on 17th March 1875, and
fuller particulars followed on the
22nd March 1875. The Consulting
Engineer called for further particulars
27th April 1875; a period of about one
month having, as is usual, been allowed
to elapse. On the 30th of May the Chief
Engineer replied that nothing further
had been heard, that the matter was
in the hands of the Police, and that
the Superintendent had promised that
every exertion should be used to discover
the offending parties. On the 14th June
the Consulting Engineer again made
inquiries on the subject, and on the 21st
June a reply to a similar effect to the
last

Last was received. On the 2nd August
a further reference on the subject was
sent, and on the 9th August the Chief
Engineer replied through the Agent
that inquiries were still being made.
On the 1st September the Consulting
Engineer begged to know if there was
any likelihood of the perpetrators of the
outrage being discovered, and on the 21st
September the reply was received the sub-
stance of which was given in an en-
dorsement submitted to Government the
following day.

5. It is submitted that the
above correspondence is one out of many
such instances, showing clearly the need
of some definite instructions on the part
of Government based on a full
consideration

consideration of the end aimed at in these reports. This will seem the more necessary if it be remembered that every such reference necessitates and secures a personal inquiry and report on the part of some member of the Engineering staff, as to circumstances at a distance from his Head Quarters, and in communication with Government Offices and Departments in no way connected with the railway, necessitating correspondence on what cannot but seem comparatively unimportant particulars, although perhaps not so.

6. It is clearly necessary that this office should in the first instance be apprised of an accident, however trivial, immediately on its occurrence,

13
to facilitate investigation by the Government officers, and to enable them to challenge any failure of system which may, even indicated in the report. That as a rule further particulars should be furnished to this office directly available seems equally advisable, - but it is thought the object sought by Government would be fully attained were unimportant accidents scheduled, as is now the case with cattle trespasses, and also reported to Government quarterly. A similar schedule might then be forwarded by the Railway Company to this office, the columns of the schedule being extended so as to embrace the fullest particulars, such as "the date of return to duty of injured servants," "the result of action

action on the part of the Police; "the opinion of the Administrative officers of the Railway Company". The present frequent references would, it is thought, be thus obviated; and the Government would still retain the power of reviewing the proceedings as effectively as under the present system of special reports, which cannot in any case reach the Government in complete detail earlier than they do now.

The periodicity of such an accident schedule would, it is thought, bring the subject formally and regularly before each divisional officer, and afford time for the collection of the details which

though essential in order that a complete record may be submitted for the review of Government, are as a rule always unimportant in their bearing on the accident itself: were it otherwise they would surely find a place in the original report.

8. As Government are aware, all serious accidents are at once reported to them, and no change in this respect is suggested; but reports of minor accidents have always been kept back till their record is complete to permit of their being reviewed and dealt with in one Order of Government; and it is for these it is recommended that a schedule should

2000

Dear Sir,

Cons: Engineer. J. J. J. J. J.

18
Railways &c.

2011-Nov/20 to 196-197.
23-24/12 - 399-400.
- 6-12/15 - 83-84.
12-1-2

P. W. 1895-1900

RAILWAY DEPARTMENT.

From
The Consulting Engineer

for Railways,

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

Dated 27th October 1875.
Recd 90

580 No

Advancing the

affluent society

Wiederholungsarbeiten

accidents on the
slabroad with

Mechano, Beckman

to the Government

Q.O.No 5231-12.11.75

No 3231

L. H. D.

Proceedings of the
Madras Government.
under date 2 Nov 1875

From the Consulting
Engineer for Rys.

Read the following

(H. 8. No. 580 dated 27 Dec)

H. L. The Chairman in
Council observes that
provided accidents
of a serious nature
be reported immediately
after their occurrence,
there is no objection
to others of less
importance being
brought forward
in quarterly schedules.
Accidents ~~not fully~~ ^{not fully} ~~disposed~~ ^{accounted}
~~of~~ should be
distinguished

distinguished from
those under inquiry,
and the latter
re entered in subsequent
returns. The Schedule
submitted to Govern-
ment should embrace
such information
as that which it
is proposed in para
6 to obtain from
the Railway Company.

2. The Consulting
Engineer will of
course be apprized
of all accidents
immediately on their
occurrence.

AMM

N^o 279-280

C. 8011. 75

Ms. D. 22-11-75

To the Consulting Eng^r
for Ry. S.

with most
valuable
information

General Report
of the
Railway Company

421



Govt. of Madras.

PUBLIC WORKS.

To
13/11/1875
Consgr. Engrs for
P.W.

Date

Issued

Recd

Encl

G. O. 12 Nov 1875, No 3231

Nos. 279-280

Accidents on the Madras P.W.

Phys. - Consgr. Engrs instructed
to report the nature of a serious
accident, immediately after their
occurrence; those of less
importance to be included
in quarterly schedule.