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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	55	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	9. 1.	1953	
		1875	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th January 1875.*

No 129 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, 20th November 1874, No 713 —

I HAVE the honor to report, for the information of Government that there have,
of late, been an unusual number of vehicles derailed at the Jollarett Station. The
accompanying return will show that during April 1874, and the following months,
there have been no fewer than fifteen accidents of this nature, all of which occurred
when the vehicles were passing over points. Some of the accidents were of a
trifling nature, and in no case were the results serious, but their frequent recurrence
has made it necessary to investigate the circumstances of each, and I have accord-
ingly delayed the submission of this report until I was able to state that the causes
had been ascertained and remedies applied.

2 The inquiries which have been held show clearly that the extraordinary
number of recent derailments may be attributed to the following causes —

- (1) The exceptional amount of shunting required at Jollarett, as com-
pared with other stations, and the necessity, owing to train arrange-
ments, for performing great part of it at night.
- (2) The position of the station, which lies low, and is liable to be flooded
during heavy rain. The surface water frequently interferes with the
free working of the points.
- (3) Faulty arrangement of handles in some of the points.
- (4) Insufficient number of pointsmen.
- (5) Rate of pay insufficient to attract and retain good men.

3 The large number of shunting accidents at Jollarett, as compared with
other stations, is without doubt due in great measure to the first of these causes.
There does not seem to be any means by which it can be directly dealt with, and it
is only by increased care on the part of the station staff that the liability to these
accidents, arising from the character and circumstances of the traffic at this station,
can be kept down.

4. In my letter, dated the 21st July 1874, No 428, I explained that the
drainage arrangements of the station have hitherto been unsatisfactory, and that
the construction of a girder bridge of two 6-foot openings through the centre of
the yard was in progress. I trust that this measure, while improving the general
condition of the station, will remove the ground of complaint alluded to under the
second head.

5 As regards the third of the specified causes, the Engineering Department
has undertaken to modify and alter all the switch handles of which the pointsmen
complained. Upon two occasions lately I inspected the station arrangements with
the Company's Chief Officers, and the working of every point within the yard was
personally tested by us. The alterations found necessary were very few, and con-
sisted in lengthening and curving the handles at some of the points.

6. The number of pointsmen at Jollarett has hitherto been too small in
proportion to the work, and has lately been increased by five.

7. With regard to the fifth and last of the causes to which the frequent
accidents at Jollarett were attributed, it has been decided to adopt a new scale

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9th January 1875*

of pay for pointsmen, in order to induce better men, and men who have passed through the grade of porter, to accept the responsibility which undoubtedly is attached to a pointsmen's duties. Upon this point I beg to draw attention to the accompanying letter* addressed to the Agent by the Traffic Manager. The revised scale of pay recommended by Mr. Church has been introduced.

* C/A and M, 13th August 1874

List of Derailments at the Jollarpett Station between April and October 1874

Date	Particulars of Accident	Damage	Punishment inflicted	Remarks
1874 4th April	Two horse boxes were thrown off the line at the west main line points, in consequence of their passing over a defective rail which was being replaced at the time.	Two eye bolts broken	None	The evidence as to whether a red flag was shown by the Engineering Department was conflicting, but there seemed to be no doubt that, if shown, it was not seen by the driver, who was accordingly not punished.
8th April	A high sided goods wagon while being shunted mounted the rails at the coke shed line points owing to negligence of pointsmen.	One cross rod bent	Pointsmen fined Rupees 3	
9th "	While pilot engine was forming the goods train, it mounted the rails at the coke shed line points and got off the line.	One double block chair and two pot sleepers broken, also one cross rod bent.	Pointsmen fined Rupees 3	
15th "	Two loaded wagons got off the line while being shunted owing to the head porter who was holding the points relaxing his hold.	Two eye bolts broken	Head porter suspended from pay and duty 10 days.	
2nd May	Engine No 53 while coming on of the goods shed got off the line at the turn table points owing to negligence of pointsmen.	One double block chair, one pot sleeper, one rail, and one cross rod destroyed.	Pointsmen convicted under Section XXVII of the Railway Act and sentenced to pay a fine of Rupees 15 in default to undergo 20 days' rigorous imprisonment.	
4th June	Pilot engine No 6 whilst being shunted was thrown off the line at points at end of Salem platform.	One double block chair, and three pots broken, also one connecting rod and engine life guard bent.	Pointsmen fined Rupees 3 and reduced in pay 8 Annas for six months.	
4th "	Tender of engine No 123 was thrown off the line at the turn table points owing to the fireman having gone over the points on his own responsibility when no pointsmen was present.	None	Fireman dismissed the Company's service.	
10th "	An engine got off the rails at the Bangalore main line points owing to negligence of pointsmen.	One 20 feet rail and three fish bolts broken, also one cross rod and one rail bent.	Pointsmen fined and reduced in pay for six months.	
20th July	Pilot engine No 5 got off the line at the 2nd point west Bangalore main line at Jollarpett owing to the disobedience of Driver Parkinson in going over points without pointsmen.	One pot, one 7 feet closure and four bolts broken, also one rod bent.	Driver made to pay cost of damages, viz., Rupees 11 15 7.	
29th "	A high sided open goods wagon of the 9 A M train from Madras while passing over east points was thrown off the line owing to negligence of pointsmen.	Axles of wagon bent, permanent way damaged slightly.	Pointsmen fined Rupees 3 and reduced 8 Annas in pay for six months.	The pointsmen attributed the accident to a bolt connecting rod with switch box having worked out, but it was satisfactorily proved that this could not be the case.

*Proceedings of the Madras Government, Public Works Department,
9th January 1875.*

List of Derailments at the Jollarpett Station between April and October 1874 —(Concl'd)

Date	Particulars of Accident	Damage	Punishment inflicted	Remarks
1874 20th Aug	Third class carriage No 93 forming one of the carriages of the 7 50 A M while being shunted at west end of main line points got off the line owing to points not being held properly.	None	None	Pointsmen was not punished as his action in the matter was considered an error of judgment.
21st "	Shunting engine No 5 while passing points leading to turn table was thrown off the line.	None	None	The Acting Chief Engineer and Traffic Manager differed in opinion as to the cause of the accident, the latter considered the points were faulty, and the former that the pointsmen was in fault. The pointsmen had the benefit of the doubt given him.
29th "	Trailing wheels of shunting engine No 6 was thrown off the line at old Bangalore main line points.	None	None	As above.
26th Sept	Pilot engine No 6 while shunting its six wheels left the rails at the cross over road near the south west end of main line.	Four pot sleepers two double block chairs broken, also one cross rod bent.	Pointsmen reduced in pay and fined.	Pointsmen complained of the working of these points on the Consulting Engineer's inspection on 2nd October, and the Chief Engineer undertook to improve them. The pointsmen was however reduced in pay and fined, as he had held the points carelessly.
24th Oct	Engine No 80 was derailed at the Madras engine shed points in the locomotive yard, owing to the points having been held badly by a fireman.	Four fish bolts, one eye bolt, one double block chair, and one cross rod broken, also one 20 feet 75 lbs rail bent.	Fireman fined four days' pay and severely reprimanded.	The fireman's previous good conduct was taken into consideration.

From H. E. CHURCH, Esq, Traffic Manager, to R. B. ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated Madras, 13th August 1874, No C/A and M.

Pay of Pointsmen

With reference to the discussion at the Stores Committee on the 14th ultimo, I am of opinion that it is necessary to revise the rate of pay of all pointsmen employed on the line, in order to secure the best class of men we can get.

2 At the present time many of the Company's subordinate staff, in the capacity of porters, though perfectly competent to perform the duties of pointsmen, are unwilling to accept the employment, because, in the first place, the responsibility is much greater, and, in the second place, the difference in pay between a pointsmen and a porter is not sufficient inducement to the latter to accept the increased responsibility.

3 The duty of a pointsmen is very simple, but it requires great care, and if men from the grade of porters can be induced to join the pointsmen's class, there can be no doubt that we should secure a better class of men than we are now able to do by employing strangers.

4 It is scarcely possible to reduce the rate of wages paid to porters; so the only way out of the difficulty is to increase the rate of wages for pointsmen.

*Proceedings of the Madras Government, Public Works Department,
9th January 1875.*

5 The following statement shows the number of pointsmen employed, their length of service, and the present rate of pay —

Period of Service	RATE OF PAY							Total Number
	11 Rs	10 Rs	9 Rs	8 Rs	7½ Rs	7 Rs	6 Rs	
14 Years and over	1	3	5	11	..	3	1	24
7 Years and under 14			6	25	3	40	1	75
1 Year and under 7			1	26		117	3	147
Under 1 year				3		44	1	48
Total	1	3	12	65	3	204	6	294

6 I would propose to classify the men as follows —

Pointsmen on appointment to receive
After one year

• 7 Rupees

After one year's service and up to 7 years
.. 7 years' service

• 8 •

- .. 7 years' service and up to 14 years
- .. 14 years' service

• 9 „

.. 14 years' service ..

10 ..

Maistry Pointsmen

.. 12 ,,

7 The effect of this classification on the present rates of pay would be an increased expenditure of Rupees 293 per mensem, and I would recommend that it should take effect from the 1st September next

8 The sanctioned establishment for the current half-year under the head of "Pointsmen" will not be sufficient to cover this increased expenditure, but the sanction for the whole department will probably more than cover it.

No 130.

ORDER THEREON, 9th January 1875, No 55

RAILWAY, No 12.

HIS EXCELLENCY the Governor in Council trusts that the measures adopted by the authorities of the Madras Railway of derailments that has prevailed at the inclusive will be efficacious

for obviating the too frequent recurrence of derailments that has prevailed at the Jollarpett Station from April to October inclusive will be efficacious

2. Presuming night work to be the chief cause as surmised, the most efficient of the remedies proposed would appear to be that of increasing the number of pointsmen, so that no one man shall be on duty without rest for an undue period of time. The Governor in Council approves of the measures taken to improve the condition and efficiency of pointsmen in general. Further report will be made after 1st April next of the derailments up to that date.

(True Extract)

Colonel, R E,

Secretary to Government.

To the Consulting Engineer for Railways
Exd E. C. Smith

Ed E C Shunker

Spare Copies

[The page contains handwritten notes in Tamil script, which are mostly illegible due to blurriness and orientation.]

August 24.

Striking wheels of shunting engine No 6 was shown off the line at old Bangalore main line points

None

do above.

Sept. 26

Old engine No 6 while at first after shunting its six wheels left the double track rails at the cross over road chain bottom near the south west end of also near main line.

Condemned reduced in

of the working of the points on the South Engine inspection. 28th Oct, and the Engineer understood the engine chief. The fireman was known reduced in pay and fined as he had left the points carelessly even if it was

31

Engine No 6 was shown off the line at old Bangalore main line points

Oct 24

Engine No 8 was detailed to fish bottom at the Madras engine shed as the handle points in the locomotive with chain and gear, owing to the points were not having been well looked by broken also on a fireman.

Fireman fined 4 days

The fireman was taken into consideration.

29 Sept.

in going out for its victuals.
honeyman.

9

July 29th
 As the divided then good Oakes sprang from the ground and the pointman -
 among the ground. The pointman remained reduced to a mass in the
 from the ground while passing very damaged for six months.
 even each point in the ground slightly
 off the line owing to negligence of the
 of the pointman
 on the ground
 the ground

August 1807
Third class passengers 2000
forming one of the carriages
of £1000 each (the whole being)
admitted at the end of the year.
None.

None

Power

to a both ennobling and
richly useful looking
worthed out, but if we
satisfactorily proved that
this could not be the
case.

Drinkman was
not furnished as his
action in the matter
was considered and

have points about the line
owing to points not being built
properly.

error of judgment.

21
 Drenching engine No. 1
 while passing points leading
 to turn-table was thrown off
 the line
 No. 2

The Acting Chief Engineer and Traffic Manager differed in opinion as to the cause of the accident: the latter considered the points were faulty and the former that the truckman was in fault. The former maintained the belief of the doubt given him.

table points owing to engine and freight car being a fire of Dec 15 in default
- engine of Pointman
and the engine was destroyed.
engine of Pointman
and the engine was destroyed.
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June 21st engine 1766 whilst One double Pointman lined Dec 3.
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List of particulars at the Pollard's station between April and October 1874-

Date	Particulars of accident	Damage	Penitment inflicted	Remarks
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April 1st	Two horse boxes were thrown off the line at the west main line points in consequence of three passing over a dipper - rails broken - two rails which was being replaced at the time.		None	
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The evidence as to whether or not flag was shown by the Engineering Department was conflicting but there seemed to be no doubt that, if shown, it was not seen by the driver, who was accordingly not furnished.

April 1st	Highland gate wagon One axle Paintman fined \$2.50. while being elevated meant not but not the rails at the curb and line points owing to negligence of paintman.			
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April 9th	While Hill's engine was passing One double Paintman fined \$2.50. engine's passenger train it was black chain and a lot of other things were broken and the engine was not put off the line.			
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April 15th	Two loaded wagons got off the line while being elevated with the engine and the line being being broken and the engine was not put off the line.			
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May 2nd	Engine No. 5 while coming One double out of the road when got black chain and the line at the time and the engine was not put off the line.			
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Madras Railway
Traffic Manager's Office
13th August 1874

6/10/74

Agent and Manager, M. R. Co.

Dear Sir,

Pay of Porters

With reference to the discussion at the
Stores Committee in the 14th ultimo, I am of
opinion that it is necessary to revise the rate
of Pay of all Porters employed on the
Line, in order to secure the best class of
men we can get.

At the present time many of the
Company's Subordinate Staff, in the capacity
of Porters, though perfectly competent to
perform the duties of Porters, are un-
willing to accept the employment because in
the first place the responsibility is much
greater, and in the second place the difference
in pay between a Porter and a Porter
is not sufficient inducement to the latter
to accept the increased responsibility.

The duty of a Porter is very
simple, but it requires great care, and, if
men from the grade of Porters can be induced
to join the Porters' class, there can be
no doubt that we should secure a better
class of men than we are now able to do
by employing strangers.

It is scarcely possible to reduce the
rate of wages paid to Porters, so the only way
out of the difficulty is to increase the rate

of the pay of the Porters. It is
the opinion of the Committee that the
rate of pay should be increased to
the extent of 10%.

Yours faithfully,
J. M. J. J.

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The following statement shows the number of Pointsmen employed, their length of service and the present rate of pay.

Period of Service	Rate of Pay								Total Number
	11 Rs	10 Rs	9 Rs	8 Rs	7 1/2 Rs	7 Rs	6 Rs	5 Rs	
14 years and over	1	3	5	11		3	1		24
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1 year and under 7			1	26		117	3		147
under 1 year				3		44	1		48
Total	1	3	12	65	3	204	6		294

I would propose to classify the men as follows:

- Pointsmen on appointment to service of Rs 7 after one year's service up to 7 years 8.
- After 7 years service and up to 14 years 9.
- After 14 years service 10.
- Chartering Pointsmen 12.

The effect of this classification on the present rates of pay would be an increase of expenditure of Rs 293 per annum, and I would recommend that it should take effect from the 1st September next.

The sanctioned Establishment for the current Half-year under the head of 'Pointsmen' will not be sufficient to cover the increased expenditure, but the sanction for the whole Department will probably more than cover it.

Yours faithfully,
J. H. M. Shaw Stewart, R.E.

I am, Sir, Sir,

Railway Department.

CONSULTING ENGINEER'S OFFICE.

Letter No. 2730 to the Secretary to Government, Public Works Department, Fort Saint George.

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

Consulting Engineer for Railways,

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

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to report for the information of Government that there have of late been an unusual number of vehicles derailed at the Jallarpett station. The accompanying return will show that during April 1879, and the following months, there have been no fewer than 15 accidents of this nature, all of which occurred when the vehicles were passing over points. Some of the accidents were of a trifling nature, and in no case were the results

serious.

serious; but their frequent recurrence has made it necessary to investigate the circumstances of each; and I have accordingly delayed the submission of this report until I was able to state that the causes had been ascertained, and remedies applied.

2. The inquiries which have been held show clearly that the extraordinary number of recent derailments may be attributed to the following causes:

(1) The exceptional amount of shunting required at Jallarpeth, as compared with other stations; and the necessity, owing to train arrangements, for performing great part of it at night.

(2) The position of the station, which

21 2
which lies low, and is liable to be flooded during heavy rain.

(3) The surface water frequently interferes with the firing of the points.

(4) Faulty arrangement of handles in some of the points.

(5) Insufficient number of pointmen.

(6) Rate of pay insufficient to attract and retain good men.

3. The large number of shunting accidents at Jallarpeth, as compared with other stations, is without doubt due in great measure to the first of these causes. There does not seem to be any means by which it can be directly dealt with; and it is only by increased care on the part of the station staff that the liability to these accidents, arising from the character and circumstances

of

of

of the traffic at this station, can
be kept down.

4. In my letter dated the
21st July 1874, No. 428, I explained
that the drainage arrangements of
the station have hitherto been un-
satisfactory, and that the con-
struction of a girder bridge of two
6 feet openings through the centre
of the yard was in progress. I
trust that this measure, while
improving the general condition
of the station, will remove the
ground of complaint alluded to
under the second head.

5. As regards the third of the
specified causes, the Engineering
Department has undertaken to
modify and alter all the switch
handles of which the pointmen
complained. Upon two occasions
lately I inspected the station
arrangements

133
arrangements with the Company's
Chief Officers, and the working of every
point within the yard was personally
tested by us. The alterations found
necessary were very few, and consisted
in lengthening and curving the handles
at some of the points.

6. The number of pointmen at
Pollarpeth has hitherto been too
small in proportion to the work,
and has lately been increased by
five.

7. With regard to the fifth and
last of the causes to which the fre-
quent accidents at Pollarpeth were
attributed, it has been decided to
adopt a new scale of pay for
pointmen, in order to induce better
men, and men who have passed
through the grade of porter, to accept the
responsibility which undoubtedly
is attached to a pointman's duties.
Upon this point I beg to draw
attention to the accompanying letter
addressed

* C/ a. m.
13th August
1874.

up to that date. '27
Civil

work to the Chief
Cause as surmised,
the most efficient of
the remedies proposed
would appear to be that
of increasing the number
of pointmen so that
no one man shall be
on duty without rest
for an undue period
of time. It does not
quite follow that because
derailments are numerous
at Jollapetth therefore
the pay of pointmen
should be raised gen-
erally all over the line
Further report will be
made after 1st April
next of the derailments
up

I do say
The Govt. C. Appr
of the measures taken
improve the condition
of pay of pointmen
General

as per

Strongly Engr. for Dy. V
Sept 11/1/75

7361

Govt. of Madras
PUBLIC WORKS.

McLuskey & Co.

1000

1000

2

o. o. Jany, no. 55-

No. 129-130.

Accidents - Inadequacy

Passing orders on
letter from the Comdant
for Railways submitting
~~with~~ remarks & statement
of the cases of derail
ment at the Sollarpet
Station Yard -