

(1) Number of pages _____

(2) Date of repair _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1253 (2)	Press
B.P. No.		Mis.
Dated	10 5	1876

Not to be folded or roughly handled

X
1

*Proceedings of the Madras Government, Public Works Department,
18th May 1876.*

No. 332. 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, 2nd May 1876, No. 214:—

I HAVE the honor to lay before Government certain letters from the Agent of the

No. 1,106, 28th October 1875.	
" 143, 9th February 1876.	
" 234, 8th March "	
" 284, 23rd "	
" 328, 3rd April "	
" 340, 5th "	
" 397, 13th "	
" 451, 27th "	

Madras Railway, with enclosures, explaining the circumstances under which the down 8-30 A.M., special goods train from Beypore, and the up 6 A.M., Deputy Chief Engineer's inspection train from Pothanore, sighted each other between the Tiroor and Tanoor stations on the 25th

October 1875. The occurrence was included in the Schedule of Accidents for the quarter ended 31st December 1875, printed with the Proceedings of Government, under date the 8th March 1876, No. 619.

2. The Inspection Train was run on the authority of a notice issued by the Deputy Chief Engineer under the "Regulations for Ballasting," as contained in the working* time-table. Every train which runs under those regulations (*vide* Nos. 13

and 17) must "keep clear," that is to say, it "must be at a station where an ordinary train is to be passed at least 20 minutes before such ordinary train is due." The ballasting train notice for the inspection train was issued upon the 20th October.

3. Subsequently, the Assistant Traffic Manager of the division offered to fix meeting stations for the inspection train. His offer was accepted, and accordingly, on the 24th October, Mr. Bailey issued a "Special Notice," by which the inspection train was timed to start from Pothanore at 6 A.M. upon the 25th to meet the 7-15 A.M. mixed train at Cootipooram at 8-57 A.M., and the 8-30 A.M. special goods train at Tanoor at 9-25 A.M., and to arrive at Beypore at 10-10 A.M.

4. Instructions were accordingly telegraphed to all stations between Pothanore and Wootapolliem, also to Beypore; the stations between Beypore and Wootapolliem being telegraphed to upon the subject from Beypore. Unfortunately the Signaller at Beypore made a mistake in reading off the message, reading Tiroor instead of Tanoor as the meeting station between the inspection train and the 8-30 A.M. special goods train; and the message was repeated accordingly, with this error, to the stations between Beypore and Wootapolliem.

5. Thus the Guard and the Driver of the inspection train, and the Deputy Chief Engineer, who received their notices at Pothanore, were advised to meet the 8-30 A.M. special goods train at Tanoor; whereas the Guard and the Driver of the special goods, who received their notices at Beypore, also the Station Masters at Tanoor and Tiroor, who were telegraphed to from Beypore, were advised that the meeting station was Tiroor.

6. The rules regarding the running of special or extra trains are entered in the working time-table, and No. 1 is as follows:—

Pages 66—68.

"No special or extra train or engine can be run unless previous notice in writing shall have been given to each station and person concerned, or notice shall have been sent by telegraph, and

*Proceedings of the Madras Government, Public Works Department,
18th May 1876.*

shall have been acknowledged by every station and person concerned, throughout the distance such special or extra train or engine is intended to proceed."

If this rule had been observed the Beypore Signaller's error must have been detected; but the acknowledgment from Tiroor did not reach Mr. Bailey until 9-10 A.M. on the 25th; more than three hours after the Inspection train had started.

7. The inspection train stopped at Tiroor for water, and then proceeded towards Tanoor. About a mile to the east of the latter station it was stopped by a cooly who gave the danger signal, and immediately afterwards the 8-30 A.M. special goods train from Beypore was sighted. The two trains were stopped about 500 yards apart. Fortunately the line between Tiroor and Tanoor is almost straight and level. But for this the error might have been attended with most serious consequences.

8. As usual in such cases, the evidence is conflicting upon several important points. The accounts given by the Station Master at Tiroor, and by the Guard of the inspection train, differ materially. The former affirms that he did all that lay in his power to prevent the inspection train from leaving the Tiroor station; whereas the Guard denies this, and in his denial is apparently supported by the Deputy Chief Engineer, who states that "the Station Master would not appear to have taken any steps to prevent our proceeding." The Assistant Traffic Manager attempts to explain the discrepancy as follows:—

"It seems to me probable, however, that the Station Master of Tiroor, not having any reason to suspect that the guard and driver of the inspection train were in possession of messages differing in import from his own, said nothing to the guard about 'Tiroor' being the meeting station, expecting that the train would set back in the ordinary way as soon as the engine had finished taking water; that when the engine whistled and the train started he felt very much surprised and called out to the guard, 'where are you going to meet the 8-30 A.M.?' that the Guard replied 'Tanoor,' and the Station Master losing confidence in his idea that Tiroor was the appointed meeting station, rushed to his office to refer to the telegram, and before he could do that and return to the platform the train had got too far for those in it to observe any hand signals given to them by him."

9. Placing aside the evidence on this point there can be no doubt that at least two faults were committed:—

(1.)—By the Signaller at Beypore, in reading and repeating Tiroor instead of Tanoor.

(2.)—By the Assistant Traffic Manager in allowing the Inspection Train to start before an acknowledgment of the special train notice had been received from Tiroor.

The first error is comparatively trivial, and was certain of detection if the Assistant Traffic Manager had not failed to observe No. 1 of the special train rules.

10. In going through the papers connected with the case, it appeared to me that a third fault had been committed, and that one of the fundamental rules connected with railway working had been disregarded, *viz.*, that every train while standing at a station comes under the orders of the Station Master, and cannot leave the station without permission from him. It seemed to me that under this rule it was the duty of the Inspection Train Guard to have made a definite application to the Tiroor Station Master for permission to leave the station, and that he ought not to have allowed his train to start until such permission had been distinctly given in the usual manner. By omitting to do this, it seemed to me that the Guard had become responsible for the

*Proceedings of the Madras Government, Public Works Department,
18th May 1876.*

irregularity that followed, and which was so nearly being the cause of a most serious accident.

11. In the enclosed correspondence it is admitted by the Traffic Manager that the rule in question applies to all trains except to those running under the "Regulations for Ballasting," over which latter trains the Station Masters have no control. It is contended by Mr. Church that, as the original notice for the Inspection Train was issued under the "Regulations for Ballasting," the train in question must be assumed to have run under those regulations, notwithstanding the fact that a time-table fixing its hours of departure and arrival, and its meeting stations, was afterwards issued.

* Vide enclosure to letter from Agent, No. 397,
13th April 1876.

Upon this point Mr. Church writes:—

"Because an inspection train is ordered to observe certain appointed meeting stations, and not to keep clear as provided by Rule 13 of the Regulations for Ballasting, it does not seem, in my opinion, necessarily to imply that the inspection train must be working under the rules for special or extra trains, although I contend that it is incumbent upon the officer who fixes the appointed meeting stations for an inspection train to satisfy himself before the train is allowed to run that notice of such meeting stations has been received by all concerned."

12. I cannot concur in these arguments. It seems to me that, if a ballasting train is to run in independence of the Station Master's control, it is essential that it should "keep clear," as provided in Rules 13 and 17, that is to say, that it "must be at a station where an ordinary train is to be passed at least 20 minutes before such ordinary train is due." When, as in the case under discussion, a time-table was issued to fix the running of an inspection train, that train at once ceases to comply with the Regulations for Ballasting, and becomes *ipso facto* a special train, subject to all the rules and conditions which affect such trains.

13. In this case the irregularity was fortunately unattended by accident, and it did not therefore seem desirable that the circumstances connected with it should be laid before Government until the causes which led to the irregularity had been fully exposed and a remedy applied to prevent their recurrence. The case was finally discussed at a meeting held at Royapoorum during last week; when, as will be seen from the Agent's letter, No. 451, dated the 27th ultimo, it was resolved that instructions should be issued "to the effect that if at any time the Deputy Chief Engineer wishes the Traffic Department to appoint meeting stations for an inspection train, the train must be considered as a special train, and not as a train run under the regulations for ballasting." It was agreed that no train could in future be allowed to run under the regulations for ballasting, unless those rules were strictly and literally obeyed. The form of acknowledgment for the receipt of special and extra train notices has also been made more distinct, with a view to prevent the possibility of misunderstanding.

14. With these precautions I am of opinion that the recurrence of such an irregularity is extremely improbable, and it does not seem necessary to take further notice of it. The Assistant Traffic Manager has been reprimanded by the Company's representative, and I trust that the oversight committed by him will not be repeated. The Signaller has been punished departmentally for his carelessness. With reference to the Inspection Train Guard it is urged by the Traffic Manager that he had at the time no doubt but that the train was running under the "Regulations for Ballasting," and under those circumstances he can hardly be blamed for what would certainly have

*Proceedings of the Madras Government, Public Works Department,
18th May 1876.*

been a serious misdemeanour had he known that the train had ceased to run under those regulations.

No. 333.

ORDER THEREON, 18th May 1876, No. 1,253.

RAILWAY, No. 34.

THESE papers explain the circumstances under which the Deputy Chief Engineer's Inspection Train and the 8-30 A.M. Special Goods Train from Beypore met each other between the Tiroor and Tanoor Stations on the Madras Railway on the 25th October 1875.

2. The irregularity is due to two causes—
 - (1.)—The careless misreading, by the Signaller at Beypore, of a telegraph message which had been sent by the Assistant Traffic Manager appointing Tanoor as the meeting station of the trains; Tiroor having been read and signalled to all stations between Beypore and Wootapoliem.
 - (2.)—The breach of rules (page 108, No. 2) by the Assistant Traffic Manager, Mr. Bailey, in allowing the inspection train to be run from Pothenore before he had received the required and prescribed acknowledgment of his message from all the stations signalled.
3. The Signaller in fault and the Assistant Traffic Manager, Mr. Bailey, have been punished in a manner considered suitable by the Traffic Manager, the one by fine the latter by reprimand. The Governor in Council has only to remark that they have been most leniently dealt with for their faults: gross carelessness on the part of the Signaller—wilful breach of regulation by the Assistant Traffic Manager.
4. There appears to have been no reason why all the arrangements for the working of the inspection train in question should not have been made and sent out in writing to every station, as the notice of the intention to run the train was given on the 20th, or four clear days before the running of the train; and it would seem undesirable to resort to telegraphic notices when the object can be attained with greater certainty by written notices.
5. The Governor in Council fails to perceive also why any train whatever stopped at a station should be allowed to leave such station without the sanction of the Station Master.
6. It is for the Officers of the Railway to consider these questions with a view to the greater safety of the railway traffic, and from time to time to perfect their rules in such points as experience may indicate to need amendment.
7. The occurrence must bring prominently before the Officers of the Company of all classes the urgent necessity for strict compliance with the regulations laid down for the working of the line in every detail.

(True Extract.)

To the Consulting Engineer for Railways.
Exd. S. T. Austin.
Spare Copies

Offg. Under Secy. to Govt., P.W.D.

Colonel,

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

READ the following:

How

*The Cause of Engg. for
Railways*

(H.E. No. 214 of 2nd May 1876)

These papers explain the circumstances under which the Deputy Chief Engineer's Inspection train and the 8-30 A.M. Special goods train from Beypore met each other between the Tiroor and Tanoor Stations on the Madras Railway on the 25th October 1875.

*The irregularity is due to two causes—
(1) the misreading by the*

the Signaller at Baypoor,
 of a telegraph message
 which had been sent by
 the Assistant Traffic
 Manager appointing
 Tanoor as the meeting
 station of the trains; Tanoor
 having been read and
 signalled to all stations
 between Baypoor and
 Wootapollim.

(2) The train from the
 station of the Assistant
 Traffic Manager, Mr.
 Bailey, to meet on ac-
 knowledgment of his
 message from ^{all} the stations
 signalled before ^{permitted}
 the inspection train to
 proceed from Pottim.

3. The Signaller in
 fault, ^{being} is shown,

The breach of rules by
 inspection to be
 in allowing the train to be
 run without acknowledgment
 received before he had
 received the required
 prescribed

and the ^{Signal} ^{man} ^{is} ^{shown}
 Manager

The only ^{the latter} ^{the traffic}
 inspection ^{by the traffic}
 inspection and the for in
 has only to remark that they
 have been most leniently
 dealt with for their faults
 gross carelessness on the part
 of the signaller - wilful breach
 of regulations by the Asst. Traffic
 Manager -

A ^{insert this at end of letter}
 The occurrence must
 being prominently before
 the office of all classes the
 urgent necessity for
 strict compliance with
 the regulations laid down
 for the working of the line
 in every detail -

The attention of the
 Inspector
 There appears to have been no
 reason why all the arrangements
 for the working of the inspection
 train in question should have
 been made & sent out in

been punished in a manner
 considered suitable by
 the Traffic Manager
 And Mr. Bailey re-
 primanded by the
 Agents for his neglect
 of the rules laid down
 for his guidance.

4. The occurrence
 has led to a clearer
 definition of the rules
 for working "Special"
 and "Ballast" trains.
 It has now been decided
 that trains working under
 the "Regulations for
 Ballasting" shall in
 future be strictly guided
 by those rules, and be
 expected to "keep clear"
 of all other trains. But
 if the Traffic Department
 are

are required to appoint meeting stations for trains of this class they shall immediately come under the rules laid down for "Special trains"; and shall be subject to the control of the station authorities in the same manner as other trains. His Grace the Governor in Council trusts that the precautions agreed to for future guidance will prove effective and ensure safety in the working of the trains of the Madras Railway.

Meeting & clearing stations as per the intention to run the train on 20th or 24th clear days - before the running of the train - and it will be underivable to resort to the other when the object is not attained with great certainty by village stations - The Govt. have expressed also any objection to the stopped at a station and allowed to leave such station without the sanction of the Station Master -

This is the only one of the Madras Railway & considering the questions with a view to greater safety of the railway traffic and from time to time further rules in such points as experience may require such amendment -

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 2 May 1876

No. 214

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,

I have the honour to lay before Government certain letters from the Agent of the Madras Railway, with enclosures, explaining the circumstances under which the down 8-30 a.m. special goods train from Beyeore, and the up 6 a.m. Deputy Chief Engineer's Inspection train from Pothanore, sighted each other between the Tiruch and Sionair stations on the 25th October 1875. The occurrence was included in the schedule of accidents for the quarter,

ended

17th	106	-	28th	October	1875
14th	-	9th	February	1876	
23rd	-	18th	March		
28th	-	23rd	April		
32nd	-	3rd			
34th	-	5th			
39th	-	18th			
45th	-	27th			

ended 31st December 1875, printed
with the Proceedings of Government
under date the 8th March 1876 No. 69.

2. The Inspection train
was run on the authority of a notice
issued by the Deputy Chief Engineer
under the Regulations for Ballast-
ing, as contained in the working
time-table. Every train which runs
under these Regulations (rule Nos.
13 and 17) must keep clear, that is
to say, it must be at a station where
an ordinary train is to be passed
at least 20 minutes before such or-
dinary train is due. The ballast-
ing train notice for the inspection
train was issued upon the 20th
October.

3. Subsequently the
Assistant Traffic Manager of the
Division

Division offered to fix meeting
stations for the inspection train.
His offer was accepted, and ac-
cordingly, on the 24th October, Mr.
Bailey issued a "Special Notice",
by which the Inspection train
was timed to start from Pothanore
at 6 a.m. upon the 25th, to meet
the 7-10 a.m. mixed train at Coote-
palam at 8-07 a.m., and the 8-30
a.m. special goods train at Tanar
at 9-25 a.m., and to arrive at
Beypore at 10-10 a.m.

4. Instructions were ac-
cordingly telegraphed to all stations
between Pothanore and Wootpallam,
also to Beypore, the stations between
Beypore and Wootpallam being tele-
graphed to upon the subject from
Beypore. Unfortunately the signaller
at Beypore made a mistake in reading
off the message, reading Tiru instead
of Tanar as the meeting station
between

between the Inspection train and the 8-30 a.m. special goods train; and the message was repeated accordingly, with this error, to the stations between Beypore and Wootapallum.

5. Thus the guard and the driver of the Inspection train, and the Deputy Chief Engineer, who received their notices at Pothanore, were advised to meet the 8-30 a.m. special goods train at Tanav; whereas the guard and the driver of the special goods, who received their notices at Beypore, also the Station-masters at Tanav and Tiruv, who were telegraphed to from Beypore, were advised that the meeting station was Tiruv.

6. The Rules regarding the running of Special or Extra trains are entered in the working time-table, and are as follows.

No

No special or extra train or engine can be run unless previous notice have in writing shall have been given to each station and person concerned, or. Notice shall have been sent by Telegraph, and shall have been acknowledged by every station and person concerned, throughout the distance, such special or extra train or Engine is intended to proceed.

If this rule had been observed, the Beypore signaller's error must have been detected; but the acknowledgment from Tiruv did not reach W. Bailey until 9-10 a.m. on the 25th more than three hours after the Inspection train had started.

The Inspection train stopped at Tiruv for water, and then proceeded towards Tanav. About a mile to the east of the latter station, it was stopped by a Cooly who gave

gave the danger signal, and immediately afterwards the 8-30 a.m. special goods train from Poyperis was sighted. The two trains were stopped about 500 yards apart. Fortunately the line between Tiroor and Tanoor is almost straight and level. But for this, the error might have been attended with most serious consequences.

As usual in such cases, the evidence is conflicting upon several important points. The accounts given by the Station-master at Tiroor, and by the guard of the Inspection train, differ materially. The former affirms that he did all that lay in his power to prevent the inspection train from leaving the Tiroor station, whereas the guard denies this, and in his denial is apparently supported by the Deputy Chief Engineer.

75 4
Engineer, who states that the station-master would not appear to have taken any steps to prevent our proceeding. The Assistant Traffic Manager attempts to explain the discrepancy as follows:-

It seems to me probable, however, that the Station Master of Tiroor, not having any reason to suspect that the guard and Driver of the Inspection train were in possession of messages differing in import from his own, said nothing to the guard about Tiroor being the meeting station, expecting that the train would set back in the ordinary way as soon as the Engine had finished taking water, that when the Engine whistled and the train started he felt very much surprised and called out to the guard, 'where are you going to meet the 8-30 a.m.?' that the guard replied 'Tanoor'

"Tanoor" and the Station Master is losing confidence in his idea that Tiroor was the appointed meeting station, rushed to his office to refer to the telegram, and before he could do that and return to the platform the train had got too far for there in it to observe any hand signals given to them by him.

9. Placing aside the evidence on this point, there can be no doubt that at least two faults were committed:

- (1) by the signaller at Poyhore, in reading and repeating Tiroor instead of Tanoor.
- (2) by the Assistant Traffic Manager, in allowing the inspection train to start before an acknowledgment of the special train notice had been received from Tiroor.

The first error is comparatively trivial, and was certain of detection if the Assistant Traffic Manager had not failed to observe No. 1 of the special inspection train rules. In going through the papers connected with the case, it appeared to me that a third fault had been committed, and that one of the fundamental rules connected with Railway working had been disregarded, namely, that every train while standing at a station comes under the orders of the Station Master, and cannot leave the station without permission from him. It seemed to me that, under this rule, it was the duty of the Inspection train guard to have made a definite application to the Tiroor Station Master for permission to leave the station, and that he ought not to have allowed

his

his train to start until such permission had been distinctly given in the usual manner. By omitting to do this, it seemed to me that the guard had become responsible for the irregularity that followed, and which was so nearly being the cause of a most serious accident.

In the enclosed correspondence it is admitted by the Traffic Manager that the rule in question applied to all trains except to those running under the Regulations for ballasting, over which latter trains the Station Masters have no control. It is contended by Mr. Church that, as the original notice for the Inspection train was issued under the Regulations for Ballasting, the train in question must be assumed to have run under those Regulations, notwithstanding

standing the fact that a time-table fixing its hours of departure and arrival, and its meeting stations, was afterwards issued. Upon this point Mr. Church writes:-

"Because an Inspection train is ordered to observe certain appointed meeting stations, and not to keep clear as provided by Rule 16 of the Regulations for Ballasting, it does not seem in my opinion, necessarily to imply that the Inspection train must be working under the Rules for Special or Extra trains, although I contend that it is incumbent upon the officer who fixes the appointed meeting stations for an Inspection train to satisfy himself before the train is allowed to run that notice of such meeting stations has been received by all concerned."

12. B

* Vide enclosure to letter from Agent
12.397 - 13th April 1896.

12. I cannot concur in these arguments. It seems to me that, if a Ballasting train is to run in independence of the Station Masters' control, it is essential that it should "keep clear", as provided in Rules 13 and 17, that is to say, that it must be at a station where an ordinary train is to be passed at least 20 minutes before such ordinary train is due. When, as in the case under discussion, a time-table was issued to fix the running of an Inspection train, that train at once ceased to comply with the Regulations for Ballasting, and becomes ipso facto a special train, subject to all the rules and conditions which affect such trains.

13. In this case the irregularity was fortunately unattended by

by accident, and it did not therefore seem desirable that the circumstances connected with it should be laid before Government until the causes which led to the irregularity had been fully exposed, and a remedy applied to prevent their recurrence. The case was finally discussed at a meeting held at Rojapoorum during last week, when, as will be seen from the Spinto letter N° 451, dated the 27th ultimo, it was resolved that instructions should be issued to the effect that, if at any time, the Deputy Chief Engineer wishes the Traffic Department to appoint meeting stations for an inspection train, the train must be considered as a special train, and not as a train run under the Regulations for Ballasting. It was agreed that no train could in future be allowed to run under the

the Regulations for Ballasting,
unless those Rules were strictly
and literally obeyed. The form of
acknowledgment for the receipt of
Special and Extra Train notices
has also been made more distinct,
with a view to prevent the possi-
-bility of misunderstanding.

14. With these precautions,
I am of opinion that the recurrence
of such an irregularity is extremely
improbable, and it does not seem
necessary to take further notice of
it. The Assistant Traffic Man-
-ager has been reprimanded by
the Company's Representative, and
I trust that the oversight com-
-mitted by him will not be
repeated. The signaller has been
punished departmentally for his
carelessness. With reference to the
Inspection train guard, it is
urged

8/12

urged by the Traffic Manager that
he had at the time no doubt but
that the train was running under
the Regulations for Ballasting,
and under those circumstances he
can hardly be blamed for what
would certainly have been a serious
misdemeanour had he known
that the train had ceased to run
under those Regulations.

I have the honour to be
Sir

Your most obedient servant

W. Martin
Lieut. Col., R.E.

Cons. Engineer for Railways.

1876 March 16 No 619
 P. M. 1876 Department
 No 3193

The following is a list of the
 names of the persons who
 have been appointed to
 the various positions in
 the Department of the
 Interior, for the year
 1876.

1876
 1876

No 332

1876
 1876

Submitting into
 the hands of the
 Agent for the
 Department of the
 Interior, for the year
 1876.

Dated 2nd May 1876
 Received 3rd May 1876
 Enclosed 1st May 1876
 No. 2114.

To The Secretary to Government,
 P. W. Department,
 Fort Saint George.
 From The Consulting Engineer
 for Railways,
 RAILWAY DEPARTMENT.

1876
 1876
 1876

408-branch 6 No 619

P.

W.

1876 Department

3193

No 1253

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 18 May 76

READ, the following:

From

The Chief Eng^r for
Railways

(No. 214 d^y 2 May 1876)

These papers explain
the circumstances under
which the Deputy Chief
Engineer's Inspection train
and the 8.30 A.M. special
goods train from Bangalore
met each other between the
Tiruv. and Tanjore Stations
on the Madras Railway
on the 25th October 1875.

2. The irregularity is
due to two causes

(1) the careless misreading,
by the Signaller at
Bangalore, of a telegraphic

message

message which had been sent
by the Assistant Traffic
Manager appointing Tanor
as the meeting station of the
trains, Tanor having been
read and signalled to all
stations between Buxford and
Wootton Bassett.

(3) the breach of rules (page
108 No. 2) by the Assistant
Traffic Manager, Mr.
Bailey, in allowing the
Inspection train to be run
from Pothore before he
had received the required
and prescribed acknowl-
edgment of his message from
all the stations signalled.

3. The Signaller in
fault and the Assistant
Traffic Manager Mr.
Bailey have been punished

in a manner considered
suitable by the Traffic
Managers, the one by fine
the latter by reprimand.
The Governor in Council
has only to remark that
they have been most
clemently dealt with for
their faults - gross care-
lessness on the part of the
Signaller - wilful breach
of regulation by the
Assistant Traffic Manager.

4. There appears to
have been no reason why
all the arrangements for
the working of the Inspection
train in question should
not have been made and
sent out in writing to every
station as the notice of the
intention to run the train

was

W.D.
Clerk
Production from 1875 to 1915
after the year 1915
No. 23-02-15-1915

was given on the 20th or 21st or 22nd days before the running of the train, and it would seem undesirable to resort to telegraphic notices when the object can be attained with greater certainty by written notices.

5. The Governor in Council fails to perceive also why any train whatever stopped at a station should be allowed to leave such station without the sanction of the Station Master.

6. It is for the Officers of the Railway to consider these questions with a view to the greater safety of the Railway traffic and from time to time to perfect their rules in such points as experience

experience may indicate to need amendment.

7. The occurrence must bring prominently before the Officers of the Company of all classes the urgent necessity for strict compliance with the regulations laid down for the working of the line in every detail.

Comd. Eng. for Rys. Dated 30/5/76

31931

Gobt. of 1878 Madras.

PUBLIC WORKS.

The Commr. of Eng. & Railw.

Date

From

To

To

15th May 1878 No. 1253

332/3

Nos.

Encl. in No. 1253

Trans (R)

Passing orders on papers submitted by the Engrs. for Rs explaining the circumstances under which a special bridge train and the Chief Engr's inspection train met each other between Mair and Tanor on the 25th Oct/78.

No. 332/3

Mr. L. S. O. S. 1878