

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1259	(Ry)	Press
B.P. No.			Mis.
Dated	19-5-	1876	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th May 1876.*

No. 344. 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. 216:—

In continuation of the papers printed with the Proceedings of Government, under date the 4th November 1875, No. 3,133, I have the honor to enclose three letters* from the Agent of the South Indian Railway, explaining the circumstances connected with the accident therein reported.

*No. 944, 29th October 1875.
„ 1,016, 23rd November 1875, with enclosure.
„ 1,543, 21st April 1876, with two enclosures and tracing.

2. The mixed train which left Erode for Trichinopoly at 2 P.M. on the 19th October 1875 was stopped at Passoor, the first station from Erode, in consequence of Driver Louney being drunk and unfit to proceed in charge of the train. Upon this being reported at Trichinopoly, another driver was sent on a tank engine to meet the train and take charge of it; the train having in the interval been brought on to Cuttalay by the first fireman.

3. On reaching Cuttalay the tank engine had a hot axle, and after the axle was cooled the engine followed the train towards Trichinopoly. The axle again got hot, and speed was reduced to 15 miles an hour; but when about 6 miles to the west of Trichinopoly the engine left the rails, and the axle was found to be broken.

4. The axle was carefully examined by the Locomotive Superintendent and by the Deputy Consulting Engineer; but owing to its having run for some distance after being broken, no inference as to the cause of the accident could be drawn from the fractured part. The fracture occurred in the centre of the bearing, and the axle held together until the engine came to a curve, when it gave way, and the engine left the rails. There is apparently no reason to question the soundness of the metal, and the fracture must be attributed solely to the excessive heating of the axle; the engine having been run fast in order to avoid unnecessary delay to the train. The axle was broken again in the workshop, near the original fracture; and the Locomotive Superintendent states that the heat had apparently opened the grain of the metal to such an extent as to account for the accident.

5. Driver Louney was prosecuted before the Assistant Magistrate at Erode upon a charge of being intoxicated while on duty. The Locomotive Superintendent states that the evidence of the guard, the two firemen, the clerk in charge of the station, and a gang maistry, was brought in support of the charge. He adds that a number of passengers might also have been called to give evidence, but that the case seemed "so clear and beyond doubt that only the above witnesses were produced." Mr. Sheward adds, "Louney, in his defence, produced his father-in-law, who is Rest-house Serjeant at Erode, my Rolling Stock Inspector at Erode, and the South Indian Shunting Driver at Erode. The former swore the man was sober when he left Erode, the two latter said they saw him go to his engine on the train, and he did not look as if he were in liquor. On the strength of this evidence (I have no written detail of it, but what our witnesses told me) and in face of our witnesses, who all deposed to the man's intoxicated state, the Erode Magistrate dismissed the case, saying it was not proved."

*Proceedings of the Madras Government, Public Works Department,
19th May 1876.*

6. The delay in laying these details before Government is in consequence of the late date at which the reports from the Railway officials have been received. In consequence of the delay which has already occurred, it does not seem advisable to add to it by procuring a copy of the records of the prosecution before forwarding these reports. From inquiries made by me into this case, I cannot avoid the conclusion that there has been a failure of justice in some way or another. There is apparently considerable difficulty in securing convictions for intoxication against Railway servants, especially drivers. As bearing upon this point, I beg to draw attention to the Proceedings of Government, under date the 30th October 1874, No. 3,094, also to the papers laid before Government to-day with my endorsement No. 215. Bearing in view the extent to which the lives and property of the public can be endangered by one drunken driver, it is much to be regretted that there should be this apparent difficulty in dealing with the offence.

From D. LOGAN, Esq., Acting Agent, South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Trichinopoly, 29th October 1875, No. 941.

In reply to the 2nd paragraph of your letter, No. 729 of the 27th instant, the Chief Engineer informs me that the damage done to the permanent-way was twelve pot-sleepers broken, valued at Rupees 22-1-4.

From the same Officer, dated Trichinopoly, 23rd November 1875, No. 1,016.

With reference to your letter, No. 814 of the 18th instant, I have the honor to enclose copy of Locomotive Superintendent's letter, No. 1,473, dated 19th idem.

Letter from the Locomotive Superintendent, to the Acting Agent, dated Negapatam, 19th November 1875, No. 1,473.

Your No. 7,123/3,671.

I beg to attach copy of Foreman's report upon the breakage. I examined the broken journal and concluded that the metal had become disintegrated from excessive heat and thus twisted off. No other damage beyond bent rods occurred to the engine. She was coming in empty at the time.

From Mr. JOHN LENNOX, Locomotive Foreman, to E. G. SHEWARD, Esq., Locomotive Carriage Superintendent, dated Trichinopoly, 26th October 1875, No. 161.

I beg to report, for your information, that on the 19th instant I received a telegram that the driver of No. 8 train was in drink, and his train was stopped at Passoor in consequence. I telegraphed to Traffic Manager to allow the mail engine on arrival at Erode to return to Passoor with the Erode Driver, but that order was cancelled, as Traffic Manager had received a message from you that the shunting engine was to be sent from Trichinopoly. I immediately sent for two drivers, one to bring on No. 8 train and the other to work back tank engine. I received a message from Fireman Johnson at Cuttalay that the tank engine had a hot axle, and that he could not attach to No. 8 train to bring back. I replied to work back light engine. Fireman Dawson worked her back, he states he got the axle cool at Cuttalay while waiting for orders to proceed to Trichinopoly.

*Proceedings of the Madras Government, Public Works Department,
19th May 1876.*

2. He (Dawson) says that the axle again got hot, but he came on slowly, and when at the 87th mile 17th post the engine left the line, breaking the driving axle at journal.

3. At 4 A.M. on the 20th instant I received message that shunting engine was off the line, I immediately went to Fort Station, got what men I could, and went to break down at 5-30 A.M. I found the engine buried in the sand up to the axle and across the line. I did all in my power to get the line clear before the arrival of mail from Erode.

4. I received a message from Traffic Manager that I was on no account to start either engine after 9 A.M., as Traffic Manager would start a train from Trichinopoly Fort at 9-30 A.M. which was done, all being ready. I started for Fort Station with disabled engine following the mail.

5. The axle is completely perished by its being hot and the brass was gone. This engine had new set wheels put under on the 27th March last (1875), and axle brasses refitted at some time, but this engine had not been working the whole of that time, as I had another engine to change with it when repairs are required to be done.

(True Copies.)

TRICHINOPOLY,
22nd November 1875.

(Signed) D. LOGAN,
Acting Agent.

From W. S. BETTS, Esq., Agent, South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 21st April 1876, No. 1,548.

Your letter No. 892 of the 9th of December last was duly transferred to the Locomotive Superintendent, but I regret I have not till this morning been able to obtain from him a drawing (sent herewith) of the broken axle.

2. I also forward copy of Mr. Sheward's report upon the breakage of the axle, as well as his statement of the result of the charge brought against Driver Louney, who was in charge of No. 8 train on the 19th of October last.

EXTRACT from letter from the Locomotive and Carriage Superintendent, to the Agent, dated Negapatam, 26th March 1876, No. 891.

Your No. 7,864/1,177, and other correspondence.

Driver Louney.—This man was in charge of No. 8 train on 19th October 1875. On arrival at Passoor he was found to be the worse for liquor. He was prosecuted before the Assistant Collector at Erode. Our evidence was the guard, two firemen, the clerk in charge and a gang maistry of the permanent-way. A great number of passengers also might have been cited, but I considered the case so clear, and beyond doubt, that only the above witnesses were produced. The man had got off his engine and had subsided into the side cutting and was unable to regain his feet or his engine, was incoherent in his replies to the guard who went to him with a passing train notice. Louney, in his defence, produced his father-in-law, who is Rest-house Serjeant at Erode, my Rolling Stock Inspector at Erode, and the South Indian Shunting Driver at Erode. The former swore the man was sober when he left Erode, the two latter said they saw him go to his engine on the train and "he did not look as if he was in liquor." On the strength of this evidence (I have no written detail of it, but what our witnesses told me), and in face of our witnesses, who all deposed to the man's intoxicated state, the Erode Magistrate dismissed the case, saying it was not proved.

(True Extract.)

NEGAPATAM,
14th April 1876.

(Signed) W. S. BETTS,
Agent.

*Proceedings of the Madras Government, Public Works Department,
19th May 1876.*

LETTER from the Locomotive and Carriage Superintendent, to the Agent, dated Negapatam, 13th April 1876, No. 1,088.

Your No. 3,507/1,758.

I was under the impression this information had been sent you while I was away at Delhi. The broad engines (tanks) arrived in this country in 1866, and have been, as far as my knowledge goes, in almost constant use. No record was kept prior to my arrival of engine mileage. I am therefore unable to afford any reliable idea of the miles the engines have run. The engine was running something over 20 miles an hour throughout its journey. The bearing had been heated on the way up as she was run fast to avoid more delay than could be avoided to the standing passenger train from which the driver had been removed drunk. The bearing was cooled down before restarting for Trichinopoly, but it heated again, and the speed was reduced in consequence there can be no question of the soundness of the axle prior to the excessive heating it had. From the appearance of the broken ends several miles must have run while broken. The fact that the fracture occurred in the centre of the bearing would account for its running while on the straight line; the curve on the line where it became derailed would wrench the short piece under the brass out of the box. I have had the axle broken in two, close to the fracture, and find from its appearance that the heat had opened the grain of the iron to such an extent as to account for fracture.

NEGAPATAM,
14th April 1876.

(True Copy.)

(Signed) W. S. BETTS,
Agent.

No. 345.

ORDER THEREON, 19th May 1876, No. 1,259.

RAILWAY, No. 57.

It appears from these papers that the cause of fracture of the axle is immediately attributable to excessive heating, the cause of which is not clear.

2. The Consulting Engineer's remarks as to the failure of justice in connection with the prosecution of Driver Lounney for drunkenness will be referred, with copy of record which will be obtained, for consideration in the Judicial Department in continuation of the Consulting Engineer's endorsement, No. 215, referred on the 6th May.
3. The delay in the submission of reports on particulars of accidents is very unsatisfactory; and the Consulting Engineer for Railways will call the serious attention of Railway officers to the necessity of remitting all particulars immediately.

(True Extract.)

To the Consulting Engineer for Railways.
" Judicial Department.

Erd. S. T. Austin.

Spare Copies

No. 244

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

Trichinopoly
NEGAPATAM, 29th October 1875.

from

Acting
THE AGENT,

South Indian

Great Southern of India Railway,

*The Consulting Engineer for Railways
Madras.*

SIR,

In reply to the 2nd para of your letter No. 429 of the 27th Inst. the Chief Engineer informs me that the damage done to the Permanent Way was 12 feet sleepers broken valued at Rs 22. 1. 4.

I have the honour to be,

Yours Most Obedt Servant
Francis Smith

for Acting Agent

No. 1016

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

Trichinopoly AGENT'S OFFICE,
NEGAPATAM, 23rd November 1875

From Acting
THE AGENT, South Indian
Great Southern of India Railway,

To The Consulting Engineer for Railways
Madras.

SIR,

With reference to your letter N^o 814 of the
18th Inst. I have the honour to enclose copy of Locomotive
Superintendent's letter N^o 1473, dated 19th Idem.

I have the honour to be,
Sir,
Your Most Obedt Servant

Muradoglu
Acting Agent

P. N. 8195/76

From the
The Consulting Agent
for Railways
The Secy. Engrs
for Railways
Madras
1875

1875

P. N. 3195/76

The Acting Agent
 South Indian Railway
 Trichinopoly

Received 27
 11/11/16

For forwarding

The Comr. Engineer

South Indian Railway

South Indian Railway. Letter from the Locomotive Superintendent
 to the Acting Agent, dated Trichinopoly 19th November 1903.

Yours No. 7123
 3674
 I beg to attach copy of Foreman's report upon the breakage. I
 examined the broken journal and concluded that the metal had become
 disintegrated from excessive heat and thus twisted off. No other
 damage beyond bent rods occurred to the Engine. She was coming in
 empty at the time.

South Indian Railway
 Trichinopoly 26th October 1903
 No. 168.
 E. G. Sheward Esq
 Locomotive Supt.

Sir,
 I beg to report for your information that on the 19th inst. I received
 a telegram that the driver of No. 8 train was in distress, and his train was
 stopped at Papoor in consequence. I telegraphed to Traffic Manager
 to allow the Mail engine on arrival at Erode to return to Papoor with
 the Erode Driver, but that order was cancelled, as Traffic Manager
 has received a message from you that the shunting engine was to be
 sent from Trichinopoly. I immediately sent for 2 drivers, one to bring
 on No. 8 train and the other to work back tank engine. I received
 a message from fireman Johnson at Cuttalay that the tank engine
 had a hot axle and that he could not attach to No. 8 train to
 bring back. I replied to work back light engine. Fireman Dawson
 with her back, he states he got the axle cool at Cuttalay while
 waiting for orders to proceed to Trichy.

He (Dawson) says that the axle again got hot, but he
 came on slowly and when at the 87th mile 17th post the engine left the
 line breaking the driving axle at journal.

At 11 A.M. on the 20th Inst. I received message that
 shunting engine was off the line, I immediately went to Fort
 Station got what men I could and went to break down at 5.30
 P.M.

A. M. I found the engine buried in the sand up to the axle and across the line. I did all in my power to get the line clear before the arrival of Mail from Erode.

I received a message from Traffic Manager that I was on no account to start either engine after 9 A.M. as Traffic Manager would start a train from Trichy. fort at 9.30 A.M. which was done all being ready. I started for Fort station with disabled engine following the mail. P. 4.31/1

The axle is completely perished by its being hot and the trap was gone. This engine had new set wheels put under on the 27th March last (1876) and axle traps refitted at some time, but this engine had not been working the whole of that time as I had another engine to change with it when repairs are required to be done.

Yours Obediently
(signed) John Lennon
Loco Foreman

(True Copies)

Dura Kofu
Acting Agent

Agents Office
Trichinopoly
22nd November/76

South Indian
No. 1548 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 26th April 1876

From

THE AGENT,
South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways.
Madras.

SIR,

Your letter N. 892 of the 9th of December last, was duly transferred to the Locomotive Superintendent, but I regret, I have not till this morning been able to obtain from him a drawing (sent herewith) of the broken axle.

I also forward copy of Mr. Shewards report upon the fracture of the axle, as well as his statement of the result of the charge brought against Driver Loney who was in charge of N. 8 train on the 19th of October last.

I have the honour to be,

Sir,
Yours Most Obedt Servant

William A. B. B.

Agent

57 10

South Indian Railway. Extract from letter from the
Locomotive and Carriage Superintendent, to the Agent, dated
Mysapatam 26th March 1876, N^o 891.

From N^o 7864
1177 and other Correspondence.
Driver Lounery. This man was in charge of N^o 8 train on
19th October 1875. On arrival at Passoor he was found to be the
worse for liquor. He was prosecuted before the Assistant Collector
at Erode. Our evidence was the Guard, two Firemen, the Clerk in
Charge and a Gang Maistry of the Permanent Way. A great
number of passengers also might have been cited but I considered
the case so clear and beyond doubt that only the above witnesses
were produced. The man had got off his Engine and had subsided
into the side cutting and was unable to regain his feet or his
Engine. was incoherent in his replies to the Guard who went to him
with a passing train notice. Lounery in his defence produced his
Father-in-law who is Post House Sergeant at Erode, my Rolling
Stock Inspector at Erode, and the S. J. Thumping Driver at Erode.
The former swore the man was sober when he left Erode, the two
latter said they saw him go to his Engine on the train and he did
not look as if he was in liquor. On the strength of this evidence
(I have no written detail of it but what our witnesses told me)
and in face of our witnesses who all deposed to the man's intoxi-
cated state the Erode Magistrate dismissed the case, saying it
was not proved.

(True Extract)

Agent's Office
Mysapatam
14 April 1876

William B. B.

Agent

P. N. 3195/1177
3

From the Agent
at Mysapatam
14 April 1876
to the Agent
at Erode
for the Driver
Lounery
N^o 8 train
19th October 1875
for the Driver
Lounery
N^o 8 train
19th October 1875
for the Driver
Lounery
N^o 8 train
19th October 1875

South Indian Railway. Letter from the Locomotive
and Carriage Superintendent. To the Agent, dated Nagapatnam
13th April 1876 No. 1088.

Your No. $\frac{3507}{1758}$.

I was under the impression this information had been
sent you while I was away at Delhi. The Broad Engines (Locos)
arrived in this Country in 1866 and have been as far as my
knowledge goes in almost constant use. No record was kept
prior to my arrival of Engine mileage. I am therefore unable to
afford any reliable idea of the miles the Engines have run. The
Engine was running something over 20 miles an hour throughout
its journey. The bearing had been heated on the way up as she
was run fast to avoid more delay than could be avoided
to the standing passenger train from which the Driver had
been removed drunk. The bearing was cooled down before re-
starting for Tichy but it heated again and the speed was
reduced in consequence to 15 miles an hour. The Engine
eventually left the rails on a curve in the line. I am of
opinion there can be no question of the soundness of the axle
prior to the excessive heating it had - from the appearance of
the broken ends several miles must have run while broken.
The fact that the fracture occurred in the centre of the bearing
would account for its running while on the straight line. The
curve on the line where it became derailed would wrench the
short piece under the brass out of the box. I have had the
axle broken in two close to the fracture and find from its
appearance that the heat had opened the grain of the iron to
such an extent as to account for fracture.

(True Copy)

Agent's Office
Nagapatnam
14 April 1876

William B. B.
Agent

P. No. 3195/76
2

O. G. 3195/76

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras,

2nd May 1876

No. 216

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,

In continuation of the papers printed with the proceedings of Government under date the 4th November 1875 No 3133, I have the honour to enclose three letters from the Agent of the South Indian Railway, explaining the circumstances connected with the accident & therein reported.

2.

The mixed train which left Erode from Trichinopoly at 2 p.m. on the 19th October

x No 944 - 29th April 1875
" 1016 - 23rd May 1875 with inclosure
" 1548 - 21st April 1876 with inclosures and tracing

October 1875 was stopped at
Passoor, the first station from
Erode, in consequence of driver
Lonney being drunk and unfit
to proceed in charge of the
train. Upon this being report-
ed at Trichinopoly, another
driver was sent on a tank
engine to meet the train and
take charge of it; the train
having in the interval been
brought on to Cuttalay by
the first fireman.

3. On reaching Cuttalay,
the tank engine had a hot
axle; and, after the axle was
cooled, the engine followed
the train towards Trichinopoly.
The

19
The axle again got hot, and speed
was reduced to 15 miles an hour,
but when about 6 miles to the
west of Trichinopoly, the engine
left the rails, and the axle was
found to be broken.

4. The axle was carefully
examined by the Locomotive
Superintendent and by the Deputy
Consulting Engineer; but, owing
to its having run for some dis-
tance after being broken, no
inference as to the cause of
the accident could be drawn
from the fractured part. The
fracture occurred in the centre
of the bearing, and the axle
held together until the engine
came to a curve, when it gave
way.

No. 11 the wheel
short in diameter
in this place -
but the axle was
in 2 parts
No. 12

way, and the engine left the rails. There is apparently no reason to question the soundness of the metal, and the fracture must be attributed solely to the excessive heating of the axle; the engine having been run fast in order to avoid unnecessary delay to the train. The axle was broken again in the workshop, near the original fracture; and the Locomotive Superintendent states that the heat had apparently opened the grain of the metal to such an extent as to account for the accident.

Driver Lonney was prosecuted before the Assistant Magistrate at Erode upon a charge

but nothing to prove it.

?
but small the loco. & Smith say that warning to even a heavy heat would have formed the flaw shown in drawing?
18th 16/5

charge of being intoxicated while on duty. The Locomotive Superintendent states that the evidence of the guard, the two firemen, the clerk in charge of the station, and a gang of the station, and a gang of the station, was brought in support of the charge. He adds that a number of passengers might also have been called to give evidence, but that the case seemed "so clear and beyond doubt that only the above witnesses were produced." Mr. Sheppard adds, "Lonney in his defence produced his Father-in-law, who is Post House Sergeant at Erode, my Rolling Stock Inspector at Erode, and the South Indian shunting

shunting drivers at Erode. The
former swore the man was sober
when he left Erode, the two
latter said they saw him go to
his engine on the train, and he
did not look as if he were in
liquor. On the strength of
this evidence (I have no written
detail of it, but what our wit-
nesses told me) and in face
of our witnesses who all deposed
to the man's intoxicated state,
the Erode Magistrate dismissed
the case, saying it was not
proved.

The delay in laying
these details before Govern-
ment is in consequence of
the late date at which the
reports

4
12
reports from the Railway Officials
have been received. In con-
sequence of the delay which
has already occurred, it does
not seem advisable to add to it
by procuring a copy of the
records of the prosecution
before forwarding these reports.
From inquiries made by me
into this case, I cannot avoid
the conclusion that there has
been a failure of justice in
some way or another. There is
apparently considerable difficulty
in securing convictions for
intoxication against Railway
servants, especially drivers. As
bearing upon this point, I beg
to draw attention to the Proceed-
ings

Proceedings of Government
under date the 30th October
1874, No 3094, also to the
papers laid before Govern-
ment today with my endorse-
ment No 215. Bearing in
view the extent to which the
lives and property of the pub-
lic can be endangered by
one drunken driver, it is
much to be regretted that
there should be this apparent
difficulty in dealing with
the offence.

I have the honour to be,
Sir

Your most Obedt Servant

Wm. Mountford

Cons. Eng. for Railway

1874.

Qd 30th Oct/74 No 3094 orig.
 4th Nov/75 3133

P. W. 1876 Department

No 3195

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

Read the following:—

The Consulting Engineer } (H.C. No. 216 d/2nd May 1876.
 for Railways }
 B. 145

I do not think this is at all clear. No notice is taken in report of the fact shown in drawing that centre of journal had been reduced by friction 1/4 inch. The speed run is stated to have been something over 20 miles and power of 15 miles an hour on return.

The particulars seem to me to indicate something wrong with axle or box before starting. ~~nothing was found in the box had been in good order~~ speed & distance hardly account for such a wear as is shown on the axle. The engine running light & but little steam thrown on the machinery.

It appears from these papers that the cause of fracture of the axle is attributable to ~~the~~ excessive heating ~~of the axle~~ ^{which was} ~~caused by the high~~ ^{of the axle} ~~rate of speed at which~~ ^{the axle was} ~~the driver brought it~~ ^{necessary to run}; the metal having been, to all appearances, perfectly sound.

2. The Consulting Engineer's remarks as to the failure of justice in connection with the prosecution of Driver ~~for drunkenness~~ ^{for drunkenness} ~~with loss of head which will be referred~~ ^{will be referred} for consideration in the Judicial

No 344
 Cir. 15-5-76. Dtd 19-5-76
 Letter regarding the axle of engine breaking on 12th May or 19
 October 1875
 Dated 20th May 1876
 Received 27th May 1876
 To The Secretary to Government, P. W. Department, Fort Saint George.
 From The Consulting Engineer for Railways, RAILWAY DEPARTMENT.

Judicial Department
in continuation of the
Consulting Engineer's
Endorsement No 215
referred on the 6th May.

The delay in the
Submission of reports on
particulars of accidents
is very unsatisfactory. & the
Ld. Secy. & Mr. Harding
draw attention of R.
Ld. Secy.

Opinion to the Deputy
Submitting all particulars
in quarterly - ~~the~~
~~and for all the~~

[Faint, mostly illegible handwritten text]

Consulting Engineer
Mr. Harding
Judicial Department

[Faint, mostly illegible handwritten text]
Records
of the
will the
(on receipt of the
order) obtain the
as shall be
High
to be
order to
one to

No. 1259

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 19 May/6

READ the following:—

From

The Comr. Engrs for
Railways

} (H.C. No. 216 of 2nd May 1896)

It appears from these papers that the cause of fracture of the axle is immediately attributable to excessive heating, the cause of which is not clear.

2. The Consulting Engineers remarks, with copy of Record as to the failure of justice in connection with the prosecution of Driver Sonney for drunkenness will be referred, for consideration in the Judicial Department

with copy of Record

GO No 1259
GO No 1259
(fracture of axle
on South Railway)
The failure of justice
in acquittal of Driver
Sonney for drunkenness
will be referred, with
copy of Record which
will be obtained
for consideration in the
Judicial Department

in continuation of the Consulting
Engineer's endorsement No. 215
referred on the 6th May.

3. The delay in the
submission of reports on par-
ticulars of accidents is very
unsatisfactory, and the Consult-
ing Engineer for Railways
will call the serious attention
of Railway Officers to the
necessity of remitting all
particulars immediately.

G.M.W.

No. 344/45

Consul. Eng. for Rys
Judicial Dept.

Oct 5/676

