(1) பக்கங்களின் எண்ணிக்கை 62

(2) புதுக்கித் திருப்பிய நாள் 10/8/0

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	2910	அச்சகம் பலவகை
நாள் :	30-10-1891	198

ண்டபடி கையாளவோ கூடாது

31. Sheets

18,006—15-6-87.

2910/1

30th October 1891, No. 2910 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

Read—the following papers:—

Memorandum by Chief Engineer, Public Works Department.

It is with deep regret that the undersigned has to report the death of Mr. H. S. Taylor, Superintendent of Works, in charge of No. I Periyár division, which took place at about 9 o'clock this morning.

2. He was inspecting the workshop machinery and appears to have inadvertently moved too close to the wire ropeway with his back towards it; one of the empty buckets struck him and knocked him into the driving gear. The machinery was stopped almost instantaneously, but his injuries were such as necessarily proved fatal in a few minutes.

3. The undersigned was on the works a short distance off, and Mr. Mackenzie and Mr. Logan were both close by, but did not actually see what took place; the facts were, however, witnessed by the coolies working the ropeway.

4. The loss to the state is a very severe one, for Mr. Taylor was one of the best officers in the department. The undersigned has known him for years and specially asked for his services for the charge of the Periyár Works on account of the high opinion he had previously formed of his talents. His services since the commencement of these works have been beyond praise and it will be exceedingly difficult to replace him.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Chief Engineer, P.W.D.

Periyar,
12th October 1891.

To the Secretary to the Government,
Public Works Department.

Letter from J. S. SEELY, Esq., Acting Superintendent and Magistrate, Cardamom Hills, dated 14th October 1891, No. 691.

Note by the Chief Engineer, Public Works Department.

Submitted for the information of Government in continuation of my report, dated 12th instant.

2. Shortly after the above report was despatched I heard that Mr. Seely was at Kumili, and it seemed advisable to take advantage of this fact to ask him to come to the Periyár camp and hold a formal inquiry into the circumstances of Mr. Taylor's death.

3. In order to understand these circumstances it is necessary to give a description of the way in which the wire ropeway is worked; the apparatus consists essentially of an endless wire rope which is driven continuously at a speed of from 3 to 4 miles

an hour, and on which the buckets containing the material to be carried are hung, so as to move at the same speed as the rope. Special arrangements, which need not be described here, are provided for passing over posts and round curves and for loading and unloading the buckets.

4. The place where the accident happened is close to the terminal at the main workshop, where the power for moving the rope is provided.

5. The portion of the rope which carries the empty buckets moves from south to north, at the terminal it passes over and half round a large vertical wheel, then horizontally for a short distance and half round a similar wheel revolving horizontally, back to the terminal under and half round a third wheel revolving vertically and parallel to the first, which it leaves running from north to south, and on this portion the full buckets are hung, being transferred from one side of the rope to the other by special arrangements.

6. The two vertical wheels are carried by two short shafts in the same line, one of which is driven by belting from the main shaft in the work-shed; the other runs independently, the two wheels revolving in opposite directions.

7. The three wheels being all of the same size (8 feet in diameter) revolve at the same speed, which, when the rope moves at 2½ miles per hour (which was about the speed when the accident happened), would be 8¾ revolutions per minute.

8. The horizontal wheel revolves in bearings, one of which is carried by a heavy beam fixed above the wheel at right angles to the line of motion of the rope; and this wheel and its bearings are attached to the tightening apparatus necessary for keeping the rope at the required tension. The strains on the wheels and their framing are very great and the construction of the whole apparatus is very heavy and massive.

9. Mr. Taylor appears to have stood on the beam which carries the bearing of the horizontal wheel, to watch the working of the apparatus, and to have stood so close to the line of the wire that one of the moving buckets struck him on the shoulder; instead of stepping back as he probably might have done with perfect safety, he tried to push the bucket off with his hand, and in so doing either slipped or overbalanced himself and fell with his feet between the spokes of the horizontal wheel; when this happened his fate was certain, as it would take less than a couple of seconds to bring his body in contact with the beam between which and the iron spoke of the wheel he was crushed.

10. The case is so simple as hardly to require comment; the most remarkable point in it is that Mr. Taylor would have been perfectly safe on any spot except the exact one on which he stood; if he had stood on the beam a foot to the east or west the bucket would not have touched him; if he had stood a yard to the north or south it might have struck him, but would have done him no harm beyond a rather uncomfortable blow on the shoulder.

11. On one point I appear to have been in error when making my former report; I was under the impression from the statements made at the time that Mr. Taylor was standing under the "empty" wire with his back to the river watching the despatch of buckets on the "full" wire, and that he was struck by an empty bucket coming up from behind, and this seems more probable than that he should have been struck by a full bucket the despatch of which he was actually watching. The first two witnesses are however positive on this point.

12. The permanent fencing of this particular portion of the gearing was not completed for the reasons stated in the evidence, but it must be observed that fencing in such cases is intended for the protection of outsiders and not for that of the men in charge of machinery who must of necessity go inside the fencing for the purpose of examining and attending to the apparatus. As stated by Mr. Mackenzie in his evidence, Mr. Taylor would certainly not have hesitated to climb any fencing if he thought it necessary.

13. As a matter of fact, this particular spot was not a tenth part as dangerous as many others where the officers and subordinates of the works have to go a

2910/2

dozen times a day. I myself had walked over it twice that very morning, and did not consider, and do not consider now, that there was any measurable danger in so doing. It is simply a mournful mystery that a man so alert and cool-headed as Mr. Taylor should have neglected the elementary precaution of standing clear of the line of the wire while watching its working.

14. Praise is due to Messrs. Mackenzie and Logan for their conduct on this occasion; when the accident happened I was at the further end of the main dam; I saw the machinery stop, but supposed it was only on account of one of the every day accidents, such as a hot bearing or a belt slipping off a pulley which cause temporary stoppages, and it was not till I saw the coolies crowding round the place that I realised that a serious accident had happened, so that it was probably five minutes before I reached the spot. By that time all measures for releasing Mr. Taylor were in operation; the rope was being cut and the framing taken to pieces. I do not think that more than ten minutes could have elapsed from the time he fell until he was removed from the wheel. Everything that humanity and thoughtfulness could dictate was subsequently done by Mr. Mackenzie.

15. The depositions are forwarded as received from Mr. Seely. It will be seen that they are full of clerical errors, more or less obvious.

16. One statement in Mr. Logan's evidence requires explanation. He is made to say that he punished a fitter for going on the frame-work in shoes "for fear of slipping"—what is meant is "at the risk of slipping." Mr. Logan punished the man for running an unnecessary risk, not as his recorded words seem to imply, for taking precautions against it.

THANICHIUM,
17th October 1891.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Chief Engineer, P.W.D.

ORDER—dated 30th October 1891, No. 2910 W., Public Works.

His Excellency the Governor in Council desires to record his sorrow for Mr. Taylor's awful and sudden death and his sense of the loss which the public service has sustained thereby, and to offer condolence to Mr. Taylor's widow.

2. Mr. Taylor was in executive charge of the operations in connection with the Periyár Project since the opening of the works, and the success with which the difficulties attending this important undertaking have been grappled with is in no small degree due to his energy and professional skill.

3. His Excellency in Council is glad to find that the death of this valuable officer was not due to any neglect or carelessness on the part of any of the officers or subordinates employed on the works, and notices with approval the conduct of Messrs. Mackenzie and Logan on the occasion.

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Govt., P.W.D.

To Mrs. Taylor.
To the Superintendent of Works, Periyár Project.

Exd. T. K. Narayana Aiyangar.
Spare Copies

GENERAL.
ESTABLISHMENT.

Govt. of {1891} Madras.

PUBLIC WORKS.

Dated October, 30th.

Recd. Encl.

G.O., 30th Oct. 1891, No. 2910 W.

OCTOBER.

Mr. H. S. Taylor

Orders expressing sorrow for and the loss sustained by the public service by the death of — on the Periyár Works, and offering condolence to Mr. Taylor's widow; and commending the action of Messrs. Mackenzie and Logan on the occasion.

II. Summary. Periyar

No II
Summary

2910/3

Ag. District Magistrate
Camp Periyaur.
13th October 1891
28th Puratasy 1067

1st Witness

Sworn translator Mr. J. C. Mathai.
Ramaswamy Naidoo, son of Krishnaswamy
of Tiruvengalum Taluq, Achampetty, Madur
District, aged 23. a cultivator – now a wat
man in the workshop at the Periar works bee
sworn –

Mr. Taylor came down yesterday to the offic
near the workshop and called "writer" – They came
round, they came to the Blacksmith's Shop – he
then crossed the wire tram way and went over th
bridge leading to the Dam and then returned
to the wire tram way, which goes accross the riv
in the South Side of the workshop – He was Standi
on the frame above the big wheel that works th
tramway, He had a stick in his right hand &
was looking towards the dam – He was thinking
something and looking – as he was Standing
like this an Empty bucket came in and a
loaded Bucket started – The load Bucket gave
him a hit on his Shoulders – it hit him on his
back – ~~it hit him on his back~~.

The Serang called out the Bucket is
coming but he did not hear. When the
Bucket struck him he turned and caught
hold of the Bucket with the hand in which
he had the stick he shoved it off and thus
overbalanced and fell with one leg between the spokes of the weel ~~with~~ one leg was on the be
He beckoned to the people for assistance,
the Lutenum Serang tried to lift him up. T
wheel was going round and jammed him
tight so we could not lift him out. So we stop
ped the turbine. Mr. Lagen & Mr. Mackenzie
came to the spot at once. Mr. Mackenzie
lifted up his head & put an handkerchief
his head. He told the people to go away. They we
talking (i.e. Mr. Taylor & Mr. Mackenzie) When
they took up the body one leg fell down, separat
completely from the body. The body was taken
to Mr. Mackenzie's bungalow. Only the gentle
men in charge of the works are allowed to go
on the frame of the wheel. He was jammed be-
tween the frame work to which the weel is bolted
The turbine that drives the tramway is a very
powerful one. I don't know the ~~hand~~ horse power. I have
heard my deposition read & it is correct.

(True copy) Wm. Stedy (Sd) Ramaswamy Naidu
District Magistrate

Compd. L.D.M.

Jno H. Summey. A. J. K[illegible]ch Magistrate Court.
Peryar.

2nd Witness

2910/5

13th October 1891
28th Purattasy 1067.

Sworn translator Mr. J. C. Mackai.
Alexander Cardose Fernandez of Tuticorin
Son of Rosario Cardose. aged 51. Serang
of the Workshop at Peryar being Sworn

I was in charge of the wire Tramway buckets yesterday Mr. Taylor came when I was just starting a loaded Bucket & then took another bucket to start it. I was then informed that Mr. Taylor had fallen down. Mr. Taylor was standing in the middle of the framework. There are two wires one takes the loaded Buckets the other return the empty Buckets. Mr. Taylor was standing between the two wires which would be a little above his head. When the loaded Bucket is on the wire the bottom of the bucket would be about 6 ft from the ground at this place. When the bucket goes along the wire it does not make a noise. When I heard he had fallen. I rushed forward with some ~~[illegible]~~ others and tried to lift him; all the time shortly to stop the turbines, we could not lift him for he was caught. in in the spokes of the wheel & jammed in the frame work. The machine was stopped as soon as possible. The wheel went round all the time dragging the body inch by inch & smashing it. There is room for about four men to stand on the frame work between the wire ropes without the buckets touching them; I ~~m~~ ~~mean~~ mean standing shoulder to shoulder. When I started the bucket. I saw Mr. Taylor standing in the centre of the frame work I dont know how he fell, that is, what caused him to fall. When I start a bucket. I give an alarm by calling out. When I gave the alarm that the bucket was coming Mr. Taylor was about 4. four paces from me. I always give the alarm from the same spot. When I started the Bucket I did not consider Mr. Taylor was in a dangerous position Mr. Taylor is well acquainted with the working of the machinery of the wire Tramway

I have heard my deposition read it is correct.

(Sd) [illegible]
A. C. Fernandes

(Sd) [illegible]
Ag. Dist. Magistrate

(True Copy)
Ag. Dist. Magt.

o. II.

ommaly:

3rd Witness

2910/7

Ag. District Magistrate's Court.
Perayar
13th Oct 1891
28 Purattasy 1067.

Archibald Thomas Mackenzie
Executive Engineer Perayar Works
aged 32. European being sworn

I was standing on the upper platform of the work shed at about 9 o'clock yesterday when I saw the turbine stop. And then all the Coolies began running to the south side of the building. I knew ~~[illegible]~~ there must have been an ~~[illegible]~~ accident & went down to see about it. When I got to the driving station of the wire rope way. I pushed ~~[illegible]~~ the coolies aside and saw Mr Ferguson lying there caught between the spokes of the lightening pulley and the ~~frame~~ beam to which the bearing is bolted. Directly I saw him I saw there was no hope of his living. I saw that the whole of him from the ~~wa~~ waist downwards was a mere mangled mass. I jumped down and held his head while I told the workmen what to do. The wire rope which drove the wheel was cut and the bea unbolted & lifted up. But it is a thick steel wire rope & the fra framing is strongly bolted together so that this took nearly 10 minutes (ten) when was nothing else could be done.

2910/8 During this time he was great sensible until just the end ~~and~~ spoke to me several times. mostly about his wife & child. I asked him if he was sensible & how it happened. He said yes I am sensible I did not see the loaded bucket just before he was released he said "I am going now old chaps. & then his head fell forward on my hand. He knew there was no hope. Once he said more than once "I am done for" when we put him into the dooly I asked the Apothecary whether he was dead & he said yes. I had the body carried up to my house. I gave the orders for the coffin to be prepared and arranged that he should be buried that evening.

I have heard my deposition read it is correct.

(Sd) R J Mackenzie

~~[illegible]~~
Wm S. Kealy.
Ag District Magistrate

Compd. L.B.M.

(True copy)
Wm S. Kealy
Ag. Dist. Magistrate

P.L 46/1107/91

mmary No II of 1067 -

Ag. District Magistrate's Court
Camp Perryaur
28th Purattasi 1067
13th October 1891

3rd witness -

2910/9

Archibald Thomas Mackenzie - re-examined -

Mr Talor was in absolute charge of the works - Under him I have charge of every thing connected with the wire dam all is erected and managed by my directions but with Mr Talor's concurrence in any thing of importance & it is my duty to obey any instructions whatever of his - He was in the works nearly every day and often twice a day - constantly saw every thing - He knew all about the working of the wire rope way - This machinery has only lately been started and needed constant alterations and was not permanently fenced in - No one was allowed to cross while the wheels were in motion & a man was always there to see to this - Erang is a trust worthy man he would never have thought of stopping Mr Taylor - The officers are obliged to go among the machinery to see how it is working and I myself have often stood where Mr Taylor did, when the machinery was in motion - I should be responsible to Mr Taylor f [illegible]egligence on carelessness, but the ultimate responsibility would always be his own. Mr Lazar is in charge of the erection and working of all the machines, but every thing he does is by my orders and by my knowledge and I myself see nearly every part of the work and leave twice a day. It is customary to fence in the permanent machinery, but no officer would think twice about climbing over the fence to look at the machinery. It would be part of his duty. I consider that there was no negligence or carelessness in this instance.

(Sd) A. Mackenzie
(Sd) John S. Sealy
Ag. Dist. Magte.
(True copy)

Ag. District Magistrate.

No II of 1887
Summary
4th witness

[illegible] ict Magistrate Court
Camp. Paraya.
13th October 1891

2910/10

28th February 1887.

Earnest Robert Rogers aged 19 Work. shop Supt. Peraya works European being sworn.

I was standing on the upper story of the workshop by the stone crushers yesterday at about 9 o'clock when I suddenly observed that the whole shafting gave a tremendous jerk. I ~~am~~ immediately knew that something was wrong out at that instant. I heard two awful shouts which seemed to come ~~[illegible]~~ from some where down below so I dropt over the shaft and rushed down stairs and finding a crowd round the driving station of the wire rope way. I dashed through them and saw Mr Taylor jammed between the spoke of the tightening pulley & diaphragm work which carries it. From the first sight I ~~[illegible]~~ knew his case was hopeless for he was a crushed mass from his waist down. Mr Mackenzie arrived immediately after we lifted up his head while I ran for a hammer and chisel to cut the wire. The wire in which he was jammed is an 8 ft. eight foot grooved wheel and

and travels at about ten or fifteen
revolutions a minute, at the same time
I sent for the apothecary & a dooly
while the wires were being cut I was busy
lifting up the frame work which was
so securely bolted down that it took
about 10 minutes to uncouple we
lifted it up with crow bars and as the
wires was at that instant cut. I w 8910 11
pulled him out. I heard him say two
words. when we ~~[illegible]~~ touched the
wheel before the frame work was
taken off. he said "That is enough
So we desisted — one leg was
Completely torn from his body & his
other leg was completely smashed
in four of places. His back from
the spine downwards was smashed
& his back was protruding. I placed
a cloth over him as we handed
him out so that the men standing
outside should not see the sight
The apothecary & myself washed
the body and bandaged up the limbs
& put him in the Coffin at 4 o'clock
I attended the funeral which was
at 5 o'clock, which was conducted
by Colonel Pennycuick. The apoth
told me he was dead when we
put him in the dooly. I did

I don't th[illegible] could have been more than ten to fifteen minutes after the accident happened.

I have heard my deposition read. it is correct.

(Sd) E. R. Logan. 8910/18

(Sd) J Ethel Seeley

Ag District Magistrate

I do consider it dangerous to stand anywhere in the pit from where Mr. Taylor was when the machinery was in motion. It is possible to stand there when the machinery is in motion as I have done so myself for the purpose of oiling the bearing the fitter in charge was to do so daily. I punished him severely a few days ago for going on the plate with nails shoes on for fear of slipping. Mr. Taylor must have been acquainted with the working of the machinery and has seen it being put up. Mr. Taylor must have forgotten the fact that he was standing so near to the wire. The turbine is a 150 horse power at the time of the accident the turbine was running at 125 Revolution a minute full speed being 200. There are two men

two men placed ~~[illegible]~~ specially for the p
of warning when the Buckets are [illegible]
and to ~~f~~ keep people to the plank path way.
specially constructed for the purpose.
There is absolutely no danger in [illegible]
path way. The Tramway has been
working for a week & hundreds of coolies
have passed two & fro: Mr. Lalu would
~~he~~ be about 15 to 20 ft. from the man
who gave the alarm. The man in
charge would ~~[illegible]~~ allow no one to go on
the plank work ~~[illegible]~~ even when the
machinery was not in motion b
course they should not think of warning
him as he is in charge of the w
passenger works. If the man in
gave the warning then Mr. Fay
is himself to ~~[illegible]~~ blame.

9/10
13

I have heard my deposition read
it is correct.

J. Hunt Sealy

(Sd.) E. K. Logan ~~[illegible]~~

ag. District Magt.

Compd. J.B.M.

True copy

J. Hunt Sealy

Ag. District Magistrate

Case No II. Summary

Ag. District Magistrate's Court
Camp Periyaur
13th October 1891
28th Purattasi 1067

5th Witness. 2910/14

Trichinopoly Krishnappa Rajoo chettiar Civil apothecary in charge of the Periyar hospital. Aged 32 – caste oil monger.

At about 9 O'clock A.M. yesterday I was called to see Mr. Taylor Supdt: of works No I. Periyar who was caught in the driving gear of the wire ropeway. He was facing the South and Mr. Mackenzie was supporting him – His right leg was doubled up in the machinery and was bleeding profusely – He was very pale & growing weaker every minute – all possible haste was made to escort him. While being placed in the ~~doly~~ dooly he breathed his last – I followed the body to Mr. Mackenzie's bungalow. I should have mentioned that the left leg was completely severed from the body from the upper third of the thigh – at the bungalow I minutely examined the body. The bones of the left leg were completely smashed to pieces below the ~~Keale~~ knee. no the right leg and was hanging loose with little muscular attachment below the knee – The pelvic bones were also broken – The lower abdomen was much injured and bruised – Death was caused by profuse bleeding, but the

Shock alone was much than sufficient to kill him.

The copy of the certificate is written by me. and the signature it bears is mine. The certificate shewn to me is the one (I marked it exhibit "A")

I have heard my deposition read. It is correct.

(Sd)

(True copy) H. W. S.

Ag. District Magistrate
Cardamom Hills

Compd.
I.B.M.

P.W. 5.3
11/07/91

No II
Summoning
Exhibit "A"

J.S.
13/10

Certificate No. 127.

29/10
15

I, T. K. Rayoo Chettiar, Civil Apothecary in medical charge of Perayar Hospital, do hereby certify that Mr. H. S. Taylor, Superintendent of works, No. 1 Perayar Division died this day of severe injuries of the pelvis, and lower extremities a result of an accident.

P. W. Hospital }
Perayar 12 Oct. 91 }

(Sd) T. K. Rayoo
Apothecary
in Medl. Care

True copy
Sd/ T. A. Rayoo
13/10/91 C Apothecary

(True copy)
H. W. S.
Ag. Dist. M.

Compd.
I.B.M.

of District Magistrates Court.

Perryar.

Case No II Summary of 1067.

13th October 1891
28th Puratassy 1067.

Enquiry under section No 135. Criminal Procedure Code.

2910/16

Witnesses called and examined.

Ramasamy Naidu. (Watcher at workshops.
Alexander Cardoso Fernandez (Serang)
Archibald Thomas Mackenzie (Executive
Engineer Perryar works.
Ernest Robert Logan. Superintendent of
workshops Perryar works.
Trichinopoly Krishnappa Rajoo Chettiar
Civil apothecary in charge of the
Hospital. Perryar.

The sad facts are as follows. On the 12th October inst Mr H.S. Taylor. Executive Engineer in charge of the Perryar works was inspecting the wire tramway which carries material for the Dam from the workshops across the river. There are two wire cables eight feet apart on which the Buckets travel. One rope taking the full buckets & the other returning the empty ones. The machinery is worked by an 8ft grooved iron wheel, which is securely bolted to a massive wo work. The machinery is set in motion by a very powerful Turbine of One Hundred & fifty horse power, capable of working up to 200 revolutions a minute – at the time of the accident it was running at 120 revolutions –

The 1st & 2d witnesses depose that at about 9. o'clock Mr Taylor was standing on the wooden frame about the lift wheel, but looking towards the dam

There is always a man stationed to warn people and keep them away when the machinery is in motion – The second witness had this as his duty. He started a Bucket and called out as usual and was preparing to start them when some one called out that Mr Taylor had fallen – The 1st witness describes how it happened – He says Mr Taylor was struck on the back by a loaded Bucket & while holding his stick in his right hand he caught the bucket and pushed it – The bucket swung and the impetus caused him to overbalance and he fell between the spokes of this huge wheel which was revolving at about ten to fifteen revolutions a minute. 1st & 2d witnesses pushed forward and tried to lift Mr Taylor, were unable to do so – He fell with one leg between the spokes & one leg on the plate, and as the wheel slowly revolved his legs were jammed and crushed –

The machinery was stopped as rapidly as possible & the 3d & 4th witness pushed forward – both witnesses say they saw at a glance he was hopelessly injured. The 3d witness (Mr Mackenzie) supported his head while Mr Logan got the steel wire cut and the frame work unbolted, but it was so strong & massive that it occupied some ten minutes to do this. The 3d witness states that Mr Taylor told him "I'm done for" he spoke also about his wife and child – witness asked him if he was sensible. He replied "Yes I am sensible. I did not see the Bucket" He then said "I'm going now old chap" and his head fell forward on Mr Mackenzie's hand.

The last witness is the Civil Apothecary. He states, as other witnesses did that the left leg was completely severed from the body from the upper third of the thigh – The bones of the right leg were completely smashed to pieces below the knee and was hanging loose by a little muscular attachment below the knee. Both the Pelvic bones were broken the lower abdomen was much bruised. D[illegible] was caused by profuse bleeding, but the shock alone was more than enough to have killed him. Exhibit A is the certificate of death granted by this witness, it is a copy.

The 3d & 4th Witnesses give accounts of the duties of Mr. Taylor & their own, as well as the precautions taken to prevent accidents.

Mr. Taylor ~~and their own as well as~~ is in supreme control of the works & was well acquainted with the works including the wire tramway. There is ample evidence to shew it is quite possible to stand on the platform above the wheel when the machinery is in motion. It is done every day for the purpose of oiling the machinery and it is a part of the duty of these witnesses as well as the deceased to examine the machinery from time to time. The ~~accused~~ second witness called out that the Bucket was coming and 1st witness heard him call.

There is therefore no blame attaching to any one. All reasonable precautions appear to have been taken. All dangerous parts of the machinery are as far as I am able to judge, fenced in.

This piece of machinery has only been in work for a few days and sundry alterations have had to be made, which accounts for this particular wheel

(copy)

was not completely fenced over

2910/18

The body was buried last Evening at 5 o'clock, the service being conducted by Colonel Pennycuick

I myself arrived after the coffin was closed down and did not, under the circumstances, deem it necessary to have it opened again.

Signed J. Sealy

Ag District Magistrate

copied J.G.

(True copy)

J. Sealy

Ag. District Magistrate

Cardamom Hill

43
P.W. 1107/91

No 691.

Ag: District-Magistrate's Court
Camp Coomily, 14th October 1891

2910/19

To

Colonel J. Pennycuick R.E.
Chief Engineer
Anamalikanode

Sir,

I have the honor to Enclose copies of depositions I took yesterday regarding the sad death of Lt: H. S. Taylor and my order thereon.

The Copying fees Amount to Rupees ~~1-4~~ one annas seven Rs. which please remit to me.

disposed of separately

I have the honor to be
Sir,
Your most obdt: Servant
J. Hw. S. Sealy
Ag. Supt: and Magistrate
Cardamom Hills

P. W. CURRENT No. 11107

Recd: 21-10-91

Enclos. 8

P. W. D

2910/2 Read the folly:—

Letter from J. S. Seely Esqre, Acting Supdt. and magistrate, Cardamom Hills, No. 691. d/14. X. 91

Note by the Chief Engineer P. W. Dept:—

Submitted for the information of Government in continuation of my report dated 12th instant.

2. Shortly after the above report was despatched I heard that Mr. Seely was at Kumili, and it seemed advisable to take advantage of this fact to ask him to come to the Periyar Camp and hold a formal enquiry into the circumstances of Mr. Taylor's death.

3. In order to understand these circumstances it is necessary to give a

the

description of the way in which the wire ropeway is worked; the apparatus consists essentially of an endless wire rope which is driven continu~~ally~~ously at a speed of from 3 to 4 miles an hour and on which the buckets containing the material to be carried are hung, so as to move at the same speed as the rope. Special arrangements, which need not be described here, are provided for passing over posts and round curves and for loading and unloading the buckets.

4. The place where the accident happened is close to the terminal at the main workshops where the ~~frames~~ power for moving the rope is provided

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5. The portion of the rope which carries the empty buckets moves from south to north, at the terminal it passes over and half round a large vertical wheel, then horizontally for a short distance and half round a similar wheel revolving horizontally, back to the terminal under and half round a third wheel revolving vertically and parallel to the first, which it leaves running from north to south, and on this portion the full buckets are hung, being transferred from one side of the rope to the other by special arrangements.

6. The two vertical wheels are carried by two short shafts in the

the

same line, one of which is driven by belting from the main shaft in the workshed; the other runs independently, the two wheels revolving in opposite direction.

7. The three wheels being all of the same size (8 feet in diameter) — revolve at the same speed, which when the rope moves at 2½ miles per hour (which was about the speed when the accident happened) would be 8 3/4 revolutions per minute

8. The horizontal wheel revolves in bearings one of which is carried by a heavy beam fixed above the wheel at right angles to the line of motion of the rope; and this wheel and

its bearings are attached to the tightening apparatus necessary for keeping the rope at the required tension. The strains on the wheels and their framing are very great and the construction of the whole apparatus is very heavy and massive —

9. Mr Taylor appears to have stood on the beam which carries the bearing of the horizontal wheel, to watch the working of the apparatus, and to have stood so close to the line of the wire that one of the moving buckets struck him on the shoulder; instead of stepping back as he probably might have done with perfect safety, he tried to

push the bucket off with his hand, and in so doing either slipped or overbalanced himself and fell with his feet between the spokes of the horizontal wheel; when this happened his fate was certain, as it would take less than a couple of seconds to bring his body in contact with the beam, between which and the iron spoke of the wheel he was crushed.

10. The case is so simple as hardly to require comment; the most remarkable point in it is that Mr Taylor would have been perfectly safe on any spot except the exact one on which he stood; if he had stood on the beam a foot to the east or west the bucket would not have touched him; if he had stood a yard to the north or south it might have struck him but would have done him no harm beyond a rather uncomfortable blow on the shoulder.

11. On one point I appear to have been in error, when making my former report; I was under the impression from the statements made at the time that Mr Taylor was standing under the "empty" ~~wire~~ wire with his back to the pier — watching the despatch of buckets on the "full" wire, and that he was struck by an empty

bucket coming up
from behind, and this
seems more probable
than that he should
have been struck by
a full bucket the
despatch of which he was
actually watching.

11. The first two
witnesses are however
positive on this point.

~~11~~ 12 The permanent
fencing of this particular
portion of the gearing
was not completed for
the reasons stated in
the evidence, but it
must be observed
that fencing in such
cases is intended for
the protection of outsiders
and not for that of the
men in charge of
machinery who must of
necessity go inside

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the fencing for the purpose
of examining and
attending to the apparatus.
As stated by Mr
Mackenzie in his evidence Mr Taylor
would certainly not
have hesitated to climb
any fencing if he
thought it necessary.

~~13.~~ 14 As a matter of
fact this particular
spot was not a tenth
part as dangerous
as many others where the
officers and subordinates
of the works have to go
a dozen times a day.
I myself had walked
over it twice that
very morning, and
did not consider,
and do not consider
now that there was
any ~~measurable~~ measurable
danger in so doing.
It is simply a mournful

the

mystery that a man
so alert and cool-headed as Mr Taylor
should have neglected
the elementary precaution
of standing clear of
the line of the wire
while watching its
working.

14. Praise is due to
Messrs Mackenzie &
Logan for their conduct
on this occasion; when
the accident happened
I was at the further
end of the main dam,
I saw the machinery
stop but supposed it
was only on account
of one of the every
day accidents such
as a hot bearing or
a belt slipping off
a pulley, which cause
temporary stoppages, and
it was not till I saw

2910/25

the coolies crowding round the
place that I realised
that a serious accident
had happened, so that
it was probably five
minutes before I
reached the spot. By
that time all measures
for releasing Mr Taylor
were in operation; the
rope was being cut
and the framing taken
to pieces. I do not
think that more than
ten minutes could
have elapsed from
the time he fell until
he was removed from
the wheel. ~~Anything~~ Everything
that humanity and
thoughtfulness could
dictate was subsequently
done by Mr Mackenzie.

15. The depositions are
forwarded as received

the

from Mr Seeby. It will be seen that they are full of clerical errors, more or less obvious.

16. One statement in Mr Logan's evidence requires explanation. He is made to say that he punished a fitter for going on the frame work in shoes "for fear of slipping" — What is meant is "at the risk of slipping" — Mr Logan punished the man for running an unnecessary risk, not as his recorded words seem to imply, for taking precautions against it.

J Penny Colonel R.E.
Chief Engineer P.W.D.

Camp, Thanichiam,
October 17. 1891

S. Gp

INDIAN TELEGRAPHS. Monthly Number. No 9023

To (Office) Madras
From (Office) Periyakulam
Words. 24 Date 13 Hour. 9 Minute. 23 Official Instructions defd
To (Person) Deputy chief Engineer chepauk
From (Person) chief Engineer Periyar

Taylor has been Killed this morning ~~so~~ by an accident inform government written report follows

2910/26

MADRAS 13-10-91

Recd. from I.N. At Hrs. Mts. by
Sent to I.N. At Hrs. Mts. by
Telegraph Master

84 Words

[illegible] No. 272 [illegible] 2.3.90 18,000

The Hon. Mr H. E. Stokes C.S.
The Hon. Mr J. H. Garstin C.S.I.
The Rt. Hon. the Governor

2910 W

Circulated for information.

OWB
14.10.91

DW

This is a serious loss, in itself & for the manner of it to be much regretted. Particulars must be awaited.

HES
14 Oct

Gov. It is a loss that is very much to be regretted.

JHG
14/10

10

2910/27

Memorandum by Chief Engineer P.W.D.

It is with deep regret that the undersigned has to report the death of Mr. H. G. Taylor, Superintendent of Works, in charge of No I Periyar Division, which took place at about nine o'clock this morning.

2. He was inspecting the Workshop machinery and appears to have inadvertently moved too close to the wire ropeway, with his back towards it; one of the ~~loaded~~ empty buckets struck him and knocked him into the driving gear. The machinery was stopped almost instantaneously but his injuries were such as necessarily proved fatal in a few minutes.

3. The undersigned was on the works a short distance off and Mr. Mackenzie and Mr. Logan were both close by, but did not actually see what took place

the

the facts were however witnessed by the coolies working the ropeway.

4. The loss to the State is a very severe one, for Mr Taylor was one of the best officers in the Department. The undersigned has known him for years and specially asked for his services for the charge of the Periyar Works on account of the high opinion he had previously formed of his talents. His services since the commencement of these works have been beyond praise and it will be exceedingly difficult to replace him.

J. Pennycuick
Colonel R.E.
Chief Engineer P.W.D.

Periyar
12th October 91

To
The Secretary to the Government
P. W. D.

2910/28

The matter has been reported to the District Magistrate of Madura, but a formal enquiry can elicit nothing that is not known already —

Periyar

P. W. CURRENT No. 11420

The Hon Mr H E Stokes C.S.I.
Hon Mr J H Garstin C.S.I.
Rt. Hon the Governor

29/10

For orders

S W
12.10.91.

Should be recorded with an expression of great regret.
The loss is a serious one to the works.
The acct. of the accident suggests that there is a want of fencing, or due protecting on exposed machinery in motion. This point should be reported on & seen to.

HES
15 Oct

JHG
15/10

W
17 Oct.

Recd 29.10.91

H/17/10

Recd 15-10-91 R 17-x-91

P.W.D

2910/29

Read the folly:—

Letter from J. S. Seely Esqre, Acting Supdt. and Magistrate Cardamom Hills No. 691 d/ 14.x.91.
Note by the Chief Engineer P.W.D. dated October 17. 1891.

For Orders

S W

Govt. might record their sorrow for Mr. Taylor's awful sudden death ~~[illegible]~~ and their sense of the loss to the public service which is entailed by it; and offer condolence to his widow.
It was very judicious to get Mr. Seely to make this enquiry. No blame can be attached to anyone.
When the usual formal report goes to the S. of S. a brief acct. of the circs should be given.
Col. P. on his return will no doubt make proposals for the further superintendence of the work.

HES
22 Oct.

I quite agree. It is a shocking accident.

W
20 Oct.

connection with the
Zeroyar

Hrs
H.E. the Govr

For Orders

Vide —

[illegible] sent [illegible] on the 17-x-91

J. Litt 58
sl. 18-x-91

H.M. 21/10
H.E. 22/10.
R 27/10

Recd. 15-10-91 R 17-x-91

A

No. 2910 W dt 30th Oct/91

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

2910/30

READ the following

Letter from J. S. Seely Esqre, Acting Supt. and Magistrate Cardamom Hills No. 691 dt 14th October 1891.

Memorandum by the Chief Engineer P.W.D dt 12th October 91

Note by the Chief Engineer P.W. Dept. dated 17th October 1891.

80

His Excellency the Governor-in-Council desires to record his sorrow for Mr. Taylor's awful and sudden death and his sense of the loss which the public service has sustained thereby and to offer condolence to ~~his~~ Mr. Taylor's widow.

HCS
29 Oct.

2. Mr. Taylor ~~has~~ was ~~been~~ in executive charge of the operations in connection with the

Periyar

Periyar Project since
he opening of the works
nd the success with
hich the difficulties
ttending this important
ndertaking have
been ~~overcome~~ grappled with, is
n no small degree
due to his energy
and professional skill.

I should like to be able to say they have been overcome. There are plenty more ahead, I imagine.

U. D.

Issue as corrected

8

3. His Excellency-in-Council is glad to find that the death of this valuable officer was not due to any neglect or carelessness on the part of any of the officers or subordinates employed on the works and notices with approval the conduct of Messrs. Mackenzie and Logan on the occasion.

E

D 28.10

To

Mrs Taylor
The Supt. of W

X 1/2 Hm. 28/10/91 -91

29/10
31

C No. 11420

Govt. of 1891 Madras.

PUBLIC WORKS

Dated 31-10-91

Recd.

29.10. x 1891 No. 2910W

30-9-13
29-1-14
17-8-14
~~14-11-14~~

Mr H. S. Taylor

Orders expressing sorrow for and the loss sustained by the public service by the death of — in the Periyar Works, and offering condolence to Mr Taylor's widow; & commending the action of Messrs Mackenzie & Logan on the occasion

3
30/10

(3)

10/2

X 1/2 Hm. 91

The Supdt. of

துறை