

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 754R

DATED 25th April

[Despatch Abstract.]

Mounted branches of the Army. — Proceedings in the Military Department Communicating instructions of the Govt of India relative to the arrangements to be made for the instruction of — in entraining and detraining their horses, Communicated to the Consulting Engineer for Railways.

Indexed.

P. H. D. N. 136.
Prof. of the Madras Government.
Read the following

[illegible]

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

MILITARY DEPARTMENT, 6TH APRIL 1893, No. 2265.

GOVERNMENT OF MADRAS.
MILITARY DEPARTMENT.

Transport—Railway.

Read the following paper :—

Read the following paper :—
No. 25. *From Lieutenant-Colonel P. J. MAITLAND, Deputy Secretary to the Government of India, Military Department, to the Quarter Master General in India, dated Fort William, the 21st March 1893, No. 560-C.*

Transport—Railway.

I am directed to acknowledge the receipt of your letters noted in the margin relative to the arrangements to be made for the instruction of mounted branches of the Army in entraining and detraining their horses.

2. It appears that at almost all stations where the practice is carried out, wagons have been supplied free of charge by the railway authorities, but it is understood that the administrations of the North-Western and East Indian Railways desire to charge hire, at their usual rates, when vehicles cannot be spared without detriment to the requirements of traffic; and also for haulage, when rolling-stock has to be brought from another station specially for the purposes of instruction in entraining and detraining. His Excellency the Commander-in-Chief therefore recommends that Controllers of Military Accounts in Bengal should be instructed to pass all charges which may be unavoidably incurred on this account in future, whether for hire or haulage.

3. In reply, I am to observe that it is not intended that entraining practice should be carried on unless the vehicles required are at the station and can be spared without detriment to the requirements of traffic, and that therefore the Government of India are unable to issue the proposed instructions to Controllers of Military Accounts. I am, however, to add that in the case of those stations where rolling-stock is not kept, and where vehicles must of necessity be brought specially for the purposes of instruction, the Government of India sanction the admission of haulage charges, but it is to be understood that no rolling-stock is ever to be employed for training practice unless it can be spared by the railway authorities, in which case the latter are willing to lend the required vehicles without charging hire.

4. In order that no misunderstanding may arise, the number of days for which it is proposed to employ the vehicles in entraining practice should invariably be stated in making requisitions on the railways, and the rolling-stock should be punctually returned at the end of that period. Should any claim for demurrage be made in consequence of the vehicles having been detained beyond the specified period, the officer under whose orders the practice has been carried out will be held personally responsible for the amount of the claim.

No. 560-C.

Copy forwarded to the Secretary to the Government of Madras, Military Department, for the information of His Excellency the Governor in Council.

(By Order.)

FORT WILLIAM,
21st April 1893.

(Signed) E. DEBRATH,
Asst. Secy. to the Govt. of India.

26.

ORDER THEREON, 6th April 1893, No. 2265.

Communicated to His Excellency the Commander-in-Chief and the Public Works Department (Railway Branch).

(True Extract.)

(Signed) H. R. HOPE, Brigdr.-Genl.,
Secretary to Government.

To the Quarter Master General.
„ Public Works Department (Railway Branch).
„ Controller of Military Accounts.

Gobt. of {1893} Madras.
MILITARY.

To THE QUARTER MASTER GENERAL,
&c., &c., &c.

Dated April, 6th.

Issued

Recd.

Encl.

G.O., 6th April 1893, No. 2265.

APRIL.
Nos. 25-26.

Transport—Railway.

Mounted branches of the Army.—Instructions issued by the Government of India relative to the arrangements to be made for the instruction of — in entraining and detraining their horses.

Order No. 757 R 25 April 1893.

*Communicated to the
Comd. Genl. for Regt. for
information.*

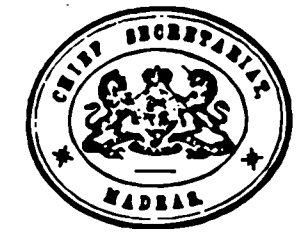
*By F. N. Heath,
R.*

To.

*The Comd. Genl. for Regt.
Exd. Genl. R. accd.*

1,000-3-3-01

Judicial Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper:—

Improvements of the Public Works Department,
d 27 September 1872 No 1153 Non Messengers
from the Consulting Engineer for Railways, d
21st September 1879. No 1100.

Letter from the Inspector General of Police
d 13th March 1873 No 1334.

With reference to P. O. No.

2252 Judicial, dated December of 1872, for

Letter No. 1343 d September 1872 regarding the marginally noted papers
15, 1872 from the Inspector General of Police for full report and drawing me to
Indian Railway is Consulting Engineer for Railways. Concerning
Madrass No. 1100 d September 21st 1872 from Consulting
Engineer for Railways.

establishments of a preventive Police is
absolutely essential for the purpose of
dealing efficiently with the crime of
planting obstructions on the South Indian
Railway. I have the honor to report as
follows - after visiting Krishnagiri, Bangalore,
the scene near the junction of the de-
railment and dandy on 28th September
1871

1891 and the source of the obstructions complained of by the Agents of the South Indian Railway in his letter No. 1342 of September 15 1899 to the Consulting Engineer for Railways.

2. G.O. No. 2330, Judicial, of November 22 1891, declining to entertain the District Magistrate's proposal to grant a permission Police on the Kuller villages adjacent to the source of offence and which order the Agents of the South Indian Railway now requests the Government to modify now passed with reference to a recommendation made by Mr. B. J. Davis, Acting District Magistrate of British India, that a permission Police force should be imposed on the Kuller villages close to the source of the disturbance and directly about the 2.35 mile posts near the Railway station of Dindigul, within a four miles of which there are many Kuller villages and hamlets; whereas the obstructions complained of by the Agents of the South Indian Railway occurred between the 145 and 147 mile posts on the line between Alwayanur and Kottalam - or at a distance of over 60 miles from the source of the Railway difficulty and in a richly cultivated populous part of the

District

District, where there are many powerful well-to-do Brahmins and Sudras but only few (2) Kuller families, the measures of which are employed as means under the Gates of Kottalam. It seems, therefore, somewhat difficult to understand how an order applicable to Kuller villages near Dindigul, British India District, can be modified to apply to respectable Brahmin and Sudra villages near Alwayanur, Dindigul District.

3. It is unnecessary for me to enter into the particulars of the disturbance and directly near Dindigul on 28 September 1891, as these are well known and it is merely to state that in that case twenty one (21) persons all Kullers were concerned - of these only three (3) belongs to British India.

Alwayanur, Dindigul District

in the service of the South Indian Railway
on Rs 10 per month. But who has been
dismissed by the company. The leader of
the gang at whose instance and
instigation the whole affair was
planned and carried out, who after
arrest committed suicide and thereby
escaped punishment at the hands of
the law.

Mantharapuram and also, two (2) gang
chiefs of his (Mantharapuram) own
village who were completely under his
thumb.

These three (3) men belonged to the
village of Mantharapuram, District of
Madrass, about four (4) miles from
Mantharapuram. While the remaining
eighteen (18) hoolies belonged to three (3)
villages in Madras Territory distant
about 11 miles from the scene of crime.

11 of the whole gang having been
disposed of - the only three men who
belonged to British Territory, one by suicide
and the other two by sentence of trans-
portation, and of the eighteen (18)
Madras hoolies 12 having been convicted
and sentenced to various terms of
transportation and imprisonment. I
do not know on what villages the
acting District Magistrate of District of
Madrass intended to quarter the preventive Police
which he recommended to be entertained.

I will now enter into the
particulars of the three cases of obstruction
alleged to have occurred as follows.

1. About 6-30 P.M. on August 11
1891 at the 1 1/2 mile post within
the limits of the village of Mantharapuram.

the alleged cause of obstructions - 2 stones
dimensions about 6" x 3" or 2 palm
mats.

"rails one inch from Engine Room Bulcher
and 2 1/2 feet from the ground."

The Guard telegraphed to the Assistant
Traffic Manager

Herring observed rails near line at

"17 1/4 stopped 5 minutes from 1-32

"to 1-34 A.M. to clear the same-

"the rails end was one inch from

"Leam Catcher"

(b) One enquiry Wines called stated
that he first observed the obstructing
rails at about 200 yards before he
reached it, yet he took his train
past the 11th telegraphic post to the
9th telegraphic post, then stopped it
and backed to the 11th telegraphic post
for the purpose, he said, of removing
the rails.

(c) Gang Master Deramami stated that
he removed an old rail and substi-

the old rails near the line between its end
the fence - On learning that the engine driver
had reported that the rails had struck the
Gour Catcher of his train, he accompanied
by the Permanent way department's master
Kandaram Pillai, proceeded to the spot
where he found the rails in the very
place in which he had left it.

(d) Further investigation tends to show
that some instrument had been dropped from
the engine about the 17 1/4 mile post and
that the train which goes but slowly
in the short run (5 miles) between -
Kuttalam and Alayamman was backed to
pick up this article.

(e) Constable No. 140, Apparaman Pillai
Police orderly at the Mangalam Railway
station, states that he was informed by
some passengers on the arrival at

Alayamman

Mayanman of the mail train (No 36) it had
been stopped and backed to pick up something
which had been dropped. Nothing about the
train being stopped and backed was mentioned
by the Driver and Guard in their reports.

(f) This train was due at Mayanman at
11.50 A.M. but did not arrive till 1.55
A.M. and it is believed that the delay
of the rail was set up to account
for the delay caused by stopping and
backing the train to pick up something
that had fallen. The driver of the
23-15 A'clock Special Train from
Trichinopoly Junction to Coimbatore and
Towon which arrived at Mayanman
at 11.46 A.M. or just 9 minutes ahead
of driver Guller's train, made no report
of any obstruction.

(g) This charge of obstruction was
also referred as false, and orders were
given by the Magistrate to strike it off.

iii (a) The 3rd case of obstruction was
brought to notice by young Assistant Divisional
Magistrate Padischi. He reported that he
heard a great deal of whistling from
the engine of the through passenger train
about 10-30 P.M. and went out to see
if any thing was wrong. That as
train passed on and nothing more
happened he returned home. That
next morning on passing along
the line he found close to the
Mayanman gate, one pot sleeper
between the rails and another with
jams broken on the further side of the
line.

(b) During the investigation this man
stated that he had been informed by
one Surani Padischi, a dismissed
peon of the village, that three men
Gowindan, Armoque and Chellakutti
had

i had been seen placing the pots
o sleepers on the line, about 8 or 9 o'clock
the previous night. When Sarwan Padmani
was examined he stated that he received
the information from Majumdar
who denied knowing anything of the
matter.

(c) Further investigation showed that
the charge against Chhotakatti, Choudhary
and Anwar Khan was the outcome of
bad feeling between them and the
magistry as the latter had abducted
a woman from their village.

(d) Between 10 P.M. of 5th and 6 A.M.
of 6th there (3) trains at least passed
the spot where the sleepers were found
but reported no obstructions.

at
10.10 P.M.
2.15 A.M.
5.45 A.M.

(e) There was thus no evidence as to
who actually placed the pot sleepers on
the line. The magistrate was duly informed
of

of the result of enquiry.

b. From the foregoing, it will be seen
that there are no reasonable grounds for
doubting the truth of the first two
charges especially as the man (Driver
Callan) who made them was shown
to have professed a similar groundless
charge in 1890.

7. It is possible that the last case
may be true, although even about it
there appear to be doubts. But admitting
that they all did take place, they
are more probably the acts of discontented
dismissed Railway subordinates than
those of peaceful inhabitants in the
neighbourhood.

8. The line here (between Duttapur
and Bhayamaram) runs within $\frac{1}{4}$ of a
mile at outside, of one of the branches
of

of the houses and between the line
and the river the country is richly
cultivated with plantains, coconuts
tea &c. the people seem respectable,
quiet and well-to-do.

I can only come to one -
conclusion that no case has, in any
way been made out, either on account
of the Commissioner's Report or on account
of the observations alleged to justify the
imposition of a preventive Police anywhere -

Order 13^d April 1873 No. 463.

Colonel Portman's report which
conclusively shows that there is no case
for the imposition of a preventive Police
force will be communicated to the Public
Works Department, Railway Branch -

(Enc. Extract)

[Signature]

Under Secretary, P. W. D.

[Signature]
The Public Works Department (Ry) for Chief Secretary
Director General of P. W. D.

No. 1373

South Indian Railway Co., Ltd.,
AGENT'S OFFICE.

TRICHINOPOLY, 15th September 1891

From,
The Agent,
SOUTH INDIAN RAILWAY.

To
The CONSULTING ENGINEER, FOR RAILWAYS,
MADRAS.

submit to you with the request that
Sir,

For your information I forward the
following copy of a report which I have received
from the Acting Chief Engineer.

"I have to bring to your notice an
"act of maliciousness on the part of some
"person or persons at present unknown, by which
"the lives of the passengers in No. 40 mail train were
"endangered. On September 5th at mile $\frac{177}{15}$, 2 of the
"cast iron pots distributed for the purpose of re-
"newals were placed upon the rails. Fortunately
"the Engine cleared the road by smashing one
"pot, and by cracking and throwing aside
"the other."

"There are evidently some bad char-
"acters about this place, for on 8th December
"1891, a rail was partially placed across the
"line at $\frac{175}{14}$ and on 4th August 1891 some pieces
"of laterite were put on the Rails at $\frac{176}{11}$. Here
"are 3 attempts, which might possibly have
"wrecked

637
"wrecked a train. The offenders go unpunished
"for there appears to be no chance of detection
"in these cases. Some special legislation is
"certainly necessary, to enable the cost of
"guarding the line being placed on the
"villagers."

I have called the attention of
the District Magistrate of Tanjore to
these acts.

I have the honor to be,

Sir,

Yours most obedient servant,

William Bette

Agent.

41092

4109

3703/73

From
The Agent,
South Indian Railway,
Trichinopoly.
To
The Consulting Engineer for
Railways,
Madras.
Dated
Received
15.9.1892
No. 1373
ENCLOSURE.

Govt. of { 18 } Madras.

To

The P. W. Department
Railway Branch

Enc 601

Recd. 18. 4. 93

Proceedings, dated 13 April 1893
No. 763.

Subject.

Communicating to the
P. W. Dept. Railway Branch
letter from the Inspector
of Police expressing his
opinion on the establish-
ment of a punitive
Police force to prevent the
crime of placing obstruc-
tions on the route
Indian Railway.

7. 11. 1893

B.

Co. 758 R of 25-4-93.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Progs. of the Madras
Govt. P. W. Department } H. No. 763 of 13 April 1893

Communicated
to the Consulting Engineer
for Railways with reference
to Progs. No. 2989 R, dated
12 December 1892.

Mu
20
4 R

To the Consulting Engineer
for Railways
By the Secretary

B.

No. 758 R 2/25-4-93.