

C.S.

P. W. D.

Improvement Works.

1925.

No.

628/25

Executive Engineer,  
Improvement Works.

SUBJECT.

1925.

3rd October.

REPORTS ACCIDENT TO THE STEAM ROAD ROLLER  
ON 29th September, 1925.

Previous Paper.

197/25

MINUTES.

*Letter from Executive Engineer, S. J. W. 3<sup>rd</sup> Oct. 1925. (1.)*  
*Letter from Mr. G. L. Challen, 2<sup>nd</sup> Oct. 1925. (1a)*  
*Letter from Mr. G. Kelway, 2<sup>nd</sup> Oct. 1925. (1b)*

*E. J. Submitted.*  
*GR 13*  
*Diels*  
*5 Oct 1925*

*Letter from Executive Engineer, S. J. W. 9<sup>th</sup> Oct. 1925. (2.)*  
*Letter to Ag. Harbour Master, 13<sup>th</sup> Oct. 1925. (3.)*

O.I.C/C.S.O.,

This is a very unfortunate accident and I am glad that Mr. Challen and Mr. Kelway have escaped without injury.

2. I have carefully examined all the reports on the accident and from the information that has been placed before me I have arrived at the following conclusions:

3. With regard to Mr. Challen's statement, he should not have left the roller as he did at the end of the low wall outside the shed. He was in charge of the roller and should

have/

Subsequent Paper.

have remained with it until it had been taken to St. Mary's Walk where it was to work.

4. At one part of his statement Mr. Challen says

(a) "I told the Driver we were far enough up the hill"

and at another part

(b) "I asked the Driver to check the speed."

In both instances Mr. Challen is to blame for not giving a direct order and seeing that his order was carried out. It is the duty of the Foreman to give direct orders, to see that his orders are carried out and to accept the responsibility for the orders which he gives.

5. Mr. Kelway concludes his statement with the words "I consider that I am in no way responsible for the accident which occurred, being in charge of the engine only." I find that this contention is not supported by his own account of the accident and that he failed to keep the engine under control with the result that when it became necessary that the speed of the roller should be checked by the engine in addition to the breaks, he was unable to put the engine ahead. Moreover I consider that Mr. Kelway is to blame

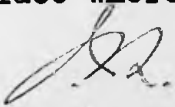
(1) For having in the first instance and in the temporary absence of the Foreman, started the roller up the hill from the end of the low wall outside the shed.

(2) After reversing the engine to come down the hill, for not putting the lever back into working position and so maintaining control of the engine.

6. While I recognize that the primary cause of the accident was due to inexperience, Mr. Challen and Mr. Kelway have failed to exculpate themselves to my satisfaction and should be reprimanded.

This minute should go to the Executive Engineer who should communicate the substance of it to Mr. Challen and Mr. Kelway.

7. It should be a standing order that when the roller is being taken out of the shed, it should not be turned up the hill but should proceed direct to the place where it is to work.

  
13th October, 1925.

Executive Engineer,

Referred

16th Oct 1925

o/c/su

13 Oct 1925

C.I.C./C.S.O.

In accordance with His Excellency The Governor's order Mr. Challen and Mr. Kelway have been reprimanded, and an order issued and notice posted in the roller shed to the effect that the steam road roller is on no account to be taken up the Magazine Valley road unless an order is given to do so by the Executive Engineer.

G. Roberts.

Executive Engineer.  
16th October, 1925.

C.E.

Submitted for information.

16th Oct 1925

o/c/su

17 Oct 1925

[Signature]

19 Oct 1925



1.

From.

Executive Engineer,  
Improvement Works,  
Port Stanley.

The Hon.  
Colonial Secretary,  
Port Stanley.

5th October, 1925.

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STANLEY IMPROVEMENT WORKS - Accident to 6 ton Steam  
Road Roller on 29th September, 1925.

I regret to report that on the 29th September, 1925, the steam road roller was accidentally run into the Magazine Valley stream.

The roller has since been dismantled, transported to shed and re-assembled, and it has been ascertained that the following damage has been sustained.

Broken Cast iron Saddle, rocker bonnet and cap.  
Damaged Governors.  
Broken safety valve and scraper arm.  
Broken brackets for notch plate and for stop valve.  
Damaged reversing lever and stop valve rod.

Apparently no damage has been done to the boiler but a test will be made during the next few days to confirm this.

Taking into consideration the fall which the roller had I consider that the damage sustained is small. The estimated cost in England of the replace parts is £35, and the covering indent has been forwarded.

The roller was in perfect working condition and had previously been tested both on hills and level roads.

I attribute the primary cause of the accident to the inexperience of the labour available locally.

Before sending out the roller the whole position was carefully considered and the best arrangements made in the interests of the works.

Statements on the circumstances attending the accident from the Steersman (Mr. G.L.Challen) and the

Driver

Driver (Mr. G. Kelway) are attached.

I consider that the blame rests equally with the two and I am not in agreement with the statement in the last two paragraphs of the Driver's report.

There is no doubt that the steam roller was taken too far up the Magazine Valley road before attempting to return to St. Mary's Walk where the roller was required, and that an error was made when coming downhill in giving the steering wheel a turn in the wrong direction, but this is partly accounted for seeing it was necessary after the roller had gathered so much speed for the steersman to assist in putting the brake on and then having to rush from the brake to the steering wheel; such a thing any person, not fully experienced, would be likely to do in a moment of excitement.

I am also of opinion that the speed should have been controlled by the steam, that the roller should not have been allowed to gain such speed in so short a distance, and that the engines should have been reversed earlier when it was seen that the roller was gathering such speed. The responsibility for this part rests with the driver, and, although he has had no previous experience with road rollers he has had experience with steam, and should have kept the roller under control.

*G. Roberts.*  
Executive Engineer.

Encl.  
2 statements  
(4 sheets).

From. Executive Engineer,  
Improvement Works,  
Fort Stanley.

To. Mr. G.E. Challen,  
Foreman.

30th September, 1925.

Accident to 6 ton Steam Road Roller on  
29th September, 1925.

Will you please report hereon and give your full statement of the circumstances leading up to the mishap to the steam road roller.

*E. Roberts.*

Executive Engineer.

Sir.

On the morning of the 29<sup>th</sup> September at 9.0 a.m. I got on the steam road roller with Mr. Helway in the roller house.

There was some trouble in starting owing to the wheels being sunk in the floor of the shed, which caused the driver to reverse several times to get started.

The engine went out rather jerky.

I steamed to the end of the low wall outside the house where the driver stopped and said he would raise more steam.

I stepped off the roller & walked 8 or 10 yards down the hill to instruct a man & Helway about sweeping loose stone from the road.

While doing this the roller was started again I dropped the broom, ran and boarded the roller took the wheel. I told the driver we were far enough up the hill.

He said he thought there was too much water in the boiler, and something about water coming from the funnel, but did not stop till well up the hill.

The engine was then reversed and started back down the hill I almost at once gave the wheel a turn and started rounding the corner.

I then saw we were gathering a lot of speed, I asked the driver to check the speed, he said she was all on her own. He made for the brake I helped him turn it on, then made for my wheel again. I gave it a wrong turn in my hurry. In the meantime the driver had passed me and jumped from the roller. I turned the wheel back a little then got off the roller as the earth gave way under the wheel and the engine skidded side-ways into the ditch.

I asked the driver afterwards why he did not reverse the engine, he said he tried but could not do it I then reported the accident to you

To

The Executive Engineer  
Improvement Works  
Point Stanley

2<sup>nd</sup> October. 1925.

I am

Sir

Yours. Obediently

S. J. Challen

Foreman.

From. Executive Engineer,  
Improvement Works,  
Port Stanley.

To. Mr. G. Kelway,  
Mechanic. (No. 2)

30th September, 1925.

Accident to 6 ton Steam Road Roller on  
28th September, 1925.

Will you please report hereon and give your  
full statement of the circumstances leading up to  
the mishap to the steam road roller.

*G. Roberts.*

Executive Engineer.

To Executive Engineer,  
Improvement Works,  
Stanley, 2<sup>nd</sup> Oct. 1925.

With reference to your minute of the 30<sup>th</sup> September  
I have the honour to submit the following  
report on the circumstances attending the  
accident which occurred to the Steam Road  
Roller on the 24<sup>th</sup> September, 1925.

On the evening of the 28 September, orders  
were given to me by the Foreman of Works, Mr. G.  
L. Challen, to raise steam on the Roller on  
the following morning.

Steam was raised, as ordered, and before  
the roller was taken out of the shed I examined  
the breaks and found them to be in working  
order. The Foreman then stepped up into the



Roller and took possession of the steering gear from which I gathered that he was to be responsible for the management of same. After coming out of the shed for a distance of about 30 ft. I found that more steam was required so the engines were stopped. The foreman at this moment jumped off the roller to speak to one of the workmen.

During the time he was absent steam was raised from 140 to 150 lbs. and I started the roller myself with the intention of putting her in a position to turn and go down the road to St. Mary's Walk. When Mr. Challen stepped up and took charge he then steered the roller up the hill in the direction of the Magazine Valley and more steam was made up to 180 lbs. The damper was closed and fire box door opened. The order was given "gone far enough" and I reversed the engines to go down the street. As she appeared to take charge of the foreman on the way down and as there was sufficient speed to carry us to St. Mary's Walk, I shut off all steam. The management of the steering gear was in the hands of Mr. Challen and I had no control whatever over it. I remarked to him that we were getting very near the fence, and I could foresee the danger we were nearing. Mr. Challen turned the steering wheel in the wrong direction and the roller made straight for the ditch running through Government paddock. I tried to put the engines ahead but the lever only flew back and struck me on the shoulder. The roller having gathered too much speed. I helped the foreman

to try and get the breaks on but this was too late. She was almost over the bank by this time and Mr. Challen jumped out. As it was then dangerous to remain in the roller longer, I jumped out as well. The roller then went backwards over the bank and fell on its side in the bottom of the stream.

I drew the file as soon as I was able.

In my opinion the reason for the accident was due to the steering of the roller, by the foreman, in the wrong direction.

I consider that I am in no way responsible for the accident which occurred, being in charge of the engines only.

L. Kelway.  
Mechanic.

From. Executive Engineer, Improvement Works, Fort Stanley.  
To. The Colonial Secretary, Stanley.

Date. 9th October, 1925.



Further to my report of 5th October, 1925., in connection with the steam road roller, I beg to report that the boiler has this day been water tested to a pressure of 270 lbs. per square inch, and that slight weeps show in the two seams around the firebox.

The weeps, which are only slight, can be easily stopped by caulking. This, however, requires experienced labour and I do not consider that it should be undertaken by our mechanic, and would suggest that the Chief Engineer of H.M.C.S. "Afterglow" if he could be spared, should undertake the work. The estimated time for carrying out this work is 1 day to caulk and test.

*C. Roberts.*  
Executive Engineer.

628/2E.

13th October,

25

Sir,

I am directed by the Governor to request that you will make arrangements whereby the Chief Engineer of H.M.C.S. "Afterglow" may be available to undertake, before the end of October, the caulking of two seams in the boiler of the steam road roller which is housed in the shed at the corner of Allardyce Street.

2. There are slight weeps in the two seams around the firebox and it is not anticipated that the work will take more than one day.

I am,

Sir,

Your obedient servant,

G. R. L. Brown.

for Colonial Secretary.

R. B. Baseley, Esq.,  
Acting Harbour Master,  
Stanley.