

(1) Number of pages 10(2) Date of repair 29-1-1970

(3) Initials of the Referencer \_\_\_\_\_

# MADRAS RECORD OFFICE.

Government of Madras.

*Public Works* DEPARTMENT.

|                  |       |
|------------------|-------|
| G.O. No. 3072    | Press |
| 383-84           | Mis:  |
| Dated 17-12-1970 |       |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
17th December 1870.*

No. 333. Read the following letter from the Assistant Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 25th November 1870, No. 1,868-R. :—

REFERRING to Public Works Department Circular No. 17-R, of 1866, I am directed to enquire what the exact practice has been and is on the Railways in Madras in respect to locking the doors of Railway carriages while in motion, and whether, in consequence of some of the circumstances that are stated to have attended the recent accident at the Cheyaur bridge on the North-West Line of the Madras Railway, it is considered by the Madras Government to be desirable to modify that practice by adopting the arrangements reported in 1866 to be in vogue on the Great Southern of India Railway, or any other system.

No. 334. ORDER THEREON, 17th December 1870, No. 3,072.

**RAILWAY, No. 35.**

15th May 1866, No. 1,557.  
25th June „ „ 2,001.  
3rd November „ „ 3,516.

COMMUNICATED to the Consulting Engineer for Railways, who will, with reference to the correspondence marginally noted, and in communication with the Railway Agents, furnish the information required by the Government of India.

(True Extract.)

Colonel, R.E.,  
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

*on the Great Southern of India Railway, or  
any*

All communications  
should be addressed to  
the Secretary.

No. 1868 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To

The Secretary to the Government  
of Madras  
Public Works Department (Railway)

Fort William, 25<sup>th</sup> November 1870

Sir

Referring to Public Works Department  
Circular No. 17 R. of 1866, I am directed to enquire  
what the exact practice has been and is on  
the Railways in Madras in respect to locking  
the doors of Railway Carriages while in motion,  
and whether in consequence of some of the  
circumstances that are stated to have attended  
the recent accident at the Cheyar Bridge on the  
north-west Line of the Madras Railway it is  
considered by the Madras Government to be  
desirable to modify that practice by adopting  
the arrangements reported in 1866 to be in vogue  
on the Great Southern of India Railway, or

any



1870 Sep.  
No. 1499

From.

The Govt of India

Dated 25<sup>th</sup> Aug 1868  
Recd. 8<sup>th</sup> Dec 1868

No. 1868 P.

Requesting  
be informed of  
practice in respect  
locking of the  
of Madras Railways  
Carriages in motion  
& whether, with reference  
to the accident at  
Chengal Bridge, it  
desirable to modify  
the present system.

No. 3072-17 Dec 1868

No. 3072

Public Works Department  
No. 3072  
Proceedings of the Madras Government  
Under date the 17<sup>th</sup> Dec 1868  
Recd. the following

From The Government of India (H.E. No. 1868 P. 3/25<sup>th</sup> Nov 1868)

Communicated to  
the Chief Engineer for  
Railways, who will, with  
reference to the corres-  
pondence marginally  
noted, and in commu-  
-nication with the  
Railway Agents, furnish  
the information required  
by the Government of  
India.

15<sup>th</sup> May/66 No. 1557.

25<sup>th</sup> June " " 2001.

3<sup>rd</sup> November " " 3516.

To.

The Chief Engineer  
for Railways.  
Dated 19/12/68

Ans

C12499

Govt. of 1870 Madras.

PUBLIC WORKS.

to the Consulting Engineer  
for Railways.

Date

Recd.

Recd.

G. O. 17<sup>th</sup> Decr. 1870. No. 3072.

Nos. 157 / 117

Railway Carriages. Letter from  
the Govt of India regarding the  
the altered practice  
in respect to the  
date of the Madras Railway  
Carriages in India, and  
whether, with reference to the  
accident at the Poyanur  
Bridge, it is desirable to  
modify the present system,  
and to the finding for the  
time being.