(1) Number of pages 42

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 1886 Press Mis.

Dated 1877

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
17*th July* 1871.

No. 287. Read the following letter from the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 29th June 1871, No. 1,098 R :—

It is observed that in the Proceedings of the Government of Madras in the Judicial Department, No. 106, dated 27th April 1871, it is stated that the fatal accident at the Cheyaur bridge could have been prevented had it been the custom that a telegraphic "line clear" message should be obtained at the station next to the bridge from the nearest station on the opposite side of the river before any train was allowed to pass it. This, however, was not the case, and neither at Nandalore nor Rajampett was there any one to issue or receive a telegraphic message, and the train passed on to the bridge unwarned.

2. The Government of Madras observe that the additional expense that would be entailed by the entertainment of Assistant Station Masters, for night duty at all stations where they are not now provided, would be trifling in comparison with the additional security which would result from their employment. In this opinion the Government of India fully concur. Paragraph 2, section 1 of the General Rules and Regulations sanctioned by the Governor-General in Council under Act XVIII. of 1854, makes it incumbent that a telegraphic "line clear" message shall be obtained from the next station before a train is allowed to leave any station, and the only way in which the working of the Madras Railway can be considered as being within the law is by deeming certain places, such as those mentioned above, as mere stopping places on the open line; and not passing places or stations, a "line clear" being obtained over the section on which such *stopping places* are, from the *stations* at either end at which telegraph clerks are kept on duty continuously. There are circumstances under which such a system as this may be permitted, but it appears to the Government of India to be especially unadvisable that this system should be followed under the circumstances of the section of the Madras Railway on which this serious accident occurred, or that any great bridge should be passed in a time of flood without the exercise of such a simple precaution as telegraphic enquiry between the next adjacent passing or stopping places at which there are telegraph offices, and this can be most easily arranged by the constitution of Nandalore and Rajampett and all similar places lying on either side of a large bridge river, as stations in the sense of the above quoted Regulation. I am consequently directed to suggest the adoption of this plan on the railways under the control of the Government of Madras.

No. 288. Order thereon, 17th July 1871, No. 1,886.

RAILWAY, No. 34.

Communicated to the Consulting Engineer for Railways with a view to the Agent and Manager of the Madras Railway being requested to submit his opinion on the suggestion of the Government of India when laying before this Government his views on the points referred to him for consideration in G. O., No. 569, dated 27th April 1871, Judicial Depart-

ment, and in order to immediate effect being given to the special suggestion in the cases of the Cheyaur and Palaur bridges.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.
„ Judicial Department.

Exd. S. T. Augustin.

All communications should be addressed to the Secretary.

No. 1095R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To

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

Simla, 29th June 1871

Sir,

It is observed that in the Proceedings of the Government of Madras in the Judicial Department, No. 106 dated 27th April 1871, it is stated that the fatal accident at the Cheyair Bridge could have been prevented had it been the custom that a telegraphic "line clear" message should be obtained at the station next to the bridge from the nearest station on the opposite side of the river, before any train was allowed to pass it. This however was not the case and neither at Nandalore nor Rajampett was there any one to issue or receive a telegraphic message [illegible]

passed on to the bridge unwarned.-

3. The Government of Madras observe that the additional expense that would be entailed by the entertainment of Assistant Station Masters, for night duty at all stations where they are not now provided, would be trifling in comparison with the additional security which would result from their employment. In this opinion the Government of India fully concur. Paragraph 2 Section 1 of the Jeneral Rules and Regulations sanctioned by the Governor Jeneral in Council under Act XVIII of 1854, makes it incumbent that a telegraphic 'line clear' message shall be obtained from the next station before a train is allowed to leave any station, and the only way in which the working of the Madras Railway can be considered as being within the law is by deeming certain places such as those mentioned above as mere stopping places on the open line, and not passing places or stations, a "line clear" being obtained over the section on which such stopping places are, from the stations

at either end at which telegraph clerks are kept on duty continuously - There are circumstances under which such a system as this may be permitted but it appears to the Government of India to be especially undesirable that this system should be followed under the circumstances of the section of the Madras Railway on which this serious accident occurred, or that any great bridge should be passed in a time of flood, without the exercise of such a simple precaution as telegraphic enquiry between the next adjacent passing or stopping places at which there are telegraph Offices, and this can be most easily arranged by the constitution of Nandalore and Rajampett and all similar places lying on either side of a large bridge river, as stations in the sense of the above quoted Regulation I am consequently directed to suggest the adoption of this plan on the railways under the control of

Public Dept.

No 1886.

Proceedings of the Madras Government

Under date the 17 July 1871.

Read the following Letter

from the Government of India No 1098 dated 7th June 1871.

Communicated to the Committee on Railways with a view to the General Manager of the Madras Railway being requested to submit his opinion on the suggestion of the Government of India to levy Land Customs for the Government of this Presidency on the Railway Lands in this Presidency.

No 1886-17 July 1871.

Judicial

Government of Madras. —

Public Department.

To

The Honorable

The Chief Secretary to Government

Fort St George.

Sir,

I am directed by the Committee on Railways to forward herewith a letter from the General Manager of the Madras Railway, dated the 29th June 1871, No 509, on the subject of the proposal of the Government of India to levy Land Customs on the Railway Lands in this Presidency.

2. The Committee are of opinion that the Railway Lands should be exempted from the operation of the Land Customs Act, and they request that the Government will be pleased to move the Government of India in the matter.

I have the honor to be,

Sir,

Your most obedient Servant

E. M. Elliot Major, R.E.

Secretary

No 287

dated 17th July 1871

10 V. L. 3214.

From.

The Government of India

Dated 29th June 1871

Recd 7th July No 1098.

Suggesting, with reference to the accident at the Ashtagram Bridge, the keeping on duty continuously of Telegraphic clerks at Stations on either side of large bridges or rivers crossed by the Railways in the Madras Presidency.

No 1886-17th July

Judicial Department
and in order to immediate
effect being given to the
special suggestion in
the cases of the Cheyn
and Podaur Bridges

[signature]

[illegible]
Judl Depts
[illegible]

No 8214.

Govt of NSW Works.

PUBLIC WORKS.

To Hoskyn Smelting Engr for Railways

Dated

Recd. Desd.

G. O. 17 July 71, No. 1886.

Nos. 287 & 288

Telegraph. Letter from the Govt Engr suggesting, with reference to the decision of the Engineer Hoskyn, the keeping in duty continuously of telegraph clerks at stations nearest to side of large bridge rivers crossed by the Rys. in this Residency, Com.d to the Consg Engr for Rys with remark.