

(1) Number of pages \_\_\_\_\_

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# MADRAS RECORD OFFICE

## Government of Madras

*Public works* DEPARTMENT

|          |       |       |
|----------|-------|-------|
| G.O. No. | 1226  | Press |
| B.P. No. |       | Mis.  |
| 499-500  |       |       |
| Dated    | 30-4- | 1873. |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
30th April 1873.*

No. 499. Read the following letter from Colonel H. DRUMMOND, R. E., Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to Colonel G. W. WALKER, R. E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 9th April 1873, No. 589 G. R. :—

I AM directed to acknowledge the receipt of your docket, No. 733, dated the 7th March 1873, with annexures, on the subject of the removal of the restriction to trains travelling at a greater speed than 15 miles an hour on metre gauge lines on the Southern Extension of the Great Southern of India Railway, and recommending that, as advocated by the officials of the Company in India and by the Home Board, the restriction may be removed.

2. In reply, I am directed to state that there would seem to be some misapprehension in this matter. On reference to Public Works Department Resolution, No. 1,942 R,\* dated the 5th October 1871, paragraph 3, it will be observed that in regard to the provision of fences it was stipulated that fences suitable for the exclusion of cattle should be provided throughout all lines on which trains or engines move at a speed exceeding 15 miles an hour.

3. It is true that a comparatively low speed on the metre gauge lines has been contemplated, and in sanctioning the provision of fencing on the Southern Extension of the Great Southern of India Railway sufficient only for one-fourth of the line, as mentioned in Public Works Department, No. 325 G. R., dated the 2nd March 1872, paragraph 4, the Government of India intended that, at first, the speed of 15 miles an hour should not be exceeded generally. I am however to observe that, if the experience gained and the traffic carried, during the first few years after the line is open for traffic, show that increased speed is desirable, the Government of India will not object to consider a proposal to fence the line on both sides throughout.

4. In regard to the distance to be adopted between changing stations on their Southern Extension, it is unnecessary to bind down the Great Southern of India Railway Company to adopt precisely that which Mr. Molesworth, the Consulting Engineer for State Railways, has suggested (70 or 80 miles) for the metre gauge State Railways. On these the speed of goods trains may not exceed 10 or 12 miles an hour. Madura, situated 98½ miles from Tuticorin, and 97½ miles from Trichinopoly, has many advantages, and there appears to be no sufficient reason why the changing station should not be there.

5. In conclusion, I am to state that in drawing up the new contract with the Great Southern of India and the Carnatic amalgamated Railway Company, the question will have to be considered whether a limit shall be placed on the rate of speed, or whether this shall be left to be settled by the local authorities, as in the case of the other Guaranteed Railway Companies. The Government of India are inclined to the latter course, and the Secretary of State will be addressed in this view.

Proceedings of the Madras Government, Public Works Department,  
30th April 1873.

No. 500.

ORDER THEREON, 30th April 1873, No. 1,226.

RAILWAY, No. 55.

COMMUNICATED to the Consulting  
Engineer for Railways for information  
and guidance, with reference to G. O.,  
No. 752, dated 7th March 1873.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,  
Secretary to Government.

N. 389 G. R. 30  
Government of India.  
Public Works Department.  
Railway.

The Secretary to the Govt.  
of Madras  
Public Works Department  
Railway

Sir, Fort William, 9th April 1873.

I am directed to acknowledge  
the receipt of your docket No. 733 dated  
the 7th March 1873, with annexures  
on the subject of the removal of the  
restriction to trains travelling at a  
greater speed than 15 miles an  
hour on metre gauge lines, on the  
Southern Extension of the Great  
Southern of India Railway; and re-  
commending that, as advocated by  
the Officials of the Company in  
India and by the Home Board,  
the restriction may be removed.

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state

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3. It is true that a comparatively low speed on the metre gauge lines has been contemplated and in sanctioning the provision of fencing in the Southern Extension of the Great Southern of India Railway sufficient only for one fourth of the line, as mentioned in Public Works Department No. 325 <sup>G. R. dated</sup> the 2nd March 1872, para: 4, the Govt of

50  
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4. In regard to the distance to be adopted between changing stations on their Southern Extension it is unnecessary to bind down the Great Southern of India Railway Company to adopt precisely that which Mr. Molesworth, the Consulting Engineer for State Railways, has suggested (70 or 80 miles) for the metre gauge

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Railway Companies. The Govt.  
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course.



Also 3 Nov 71, 20 to 65  
21 Nov 72 - 495 496  
1973 - 158 160

P. M. 1873 Referred  
Ch. 2423.

From  
The Great Lakes.

Vol. 9. 3 April 1975.  
Ref 19. 3 April 1975.

Ch. 599 J. R.

Referring  
to the one the  
subject of the  
sheet for Lewis  
and the leaving  
in the Southern  
extension of the  
Great Southern  
Lakes Railway -

With order.

No. 1226  
Communicated to the Consulting  
for Railways for information and guidance  
with reference to G. O. No. 732 dated 7th March  
1873.

Yours

C. E. for E. S. J.

1. 494-500.

C/2423  
Com. of 1873

PUBLIC WORKS.

To the Committee on  
Railways

30 April 1873

Rec. 497 + 500.

Spec. Trans. Letter  
from the Com. on Rai-  
road, dated on the  
subject of the Spec. Trans.  
and the fencing  
on the Southern Ex-  
tension of the C.S. & N.  
Railroad, Com. to the  
Congress.