M.R.O. 1—10,006—28-2-50.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	2718-19	Press
B.P.—No. 89592.		Mis.
Dated	7- 11-	—1951/73

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
7th November 1873.

Read the following letters:—

No. 89. From Lieutenant-Colonel R. H. SANKEY, R.E., Secretary to the Chief Commissioner for the Government of the Territories of His Highness the Maharajah of Mysore, Public Works Department, to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, dated Bangalore, 18th July 1873, No. 1,445.

ADVERTING to your letter, No. 1,751, of the 7th instant, forwarding for an expression of the Chief Commissioner's views a draft of rules for railway fencing as called for under the Orders of the Government of India, No. 1,942, of the 5th October 1871, I am directed by Colonel Meade to convey his concurrence in the Rules as drafted.

No. 90. From Major J. O. MAYNE, R.E, Secretary to Resident, Hyderabad, Public Works Department, to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, dated Bolaram, 21st July 1873, No. 211 R. G.

IN reply to your letter, No. 1,752, dated 7th instant, forwarding a copy of draft rules for the provision of fences along the Madras Railways for the consideration of the Resident as regards their being adopted for such portions of the railway as run through the Hyderabad territory, I have been desired to forward a copy of rules only lately approved of by the Resident for the provision of boundary marks, fencing, and level crossings, and gates or bars at such level crossing for such portions of the Great Indian Peninsula Railway as run through His Highness the Nizam's territory, which, as Mr. Saunders is of opinion that it would be desirable that but one system should be adopted throughout His Highness' territory, he would prefer should also be in force on such portions of the Madras Railway as lie therein.

The rules for the Great Indian Peninsula Railway appear to provide for similar fences as those proposed for the Madras Railway, but the nature of each is more clearly defined by diagrams, and they further provide for level crossings, gates, etc., which are component parts of the fencing and require equally stringent rules. They also provide for the due care of these gates, a very important point connected with fencing.

2. Copies of the diagrams alluded to in the draft rules forwarded are not in this office, but are being lithographed by the Consulting Engineer for Railways, Bombay, and if desired no doubt copies could be obtained from him.

3. Should however the rules now submitted be likely to cause any great inconvenience to the Madras Railway Company in necessitating two sets of rules on one Railway, the Resident will not press their being adopted, but he would be glad to see some further clauses introduced as regards level crossings and gateways, and for the provision of due care of the same, with a view of ensuring the safety of the travelling public and natives of the country residing in the neighbourhood of the line who have to be constantly crossing it.

Draft Rules for the provision of boundary marks, fences, and level crossings, and of gates or bars at such level crossings, and for the employment of persons to shut such gates or bars on portions of the Great Indian Peninsula Railway, constructed in His Highness the Nizam's Territory, promulgated under Section 21 of Act No. XXV. of 1871.

1. Fences, walls, or paved slopes, such as those shown and described in the diagram appended to these rules and marked C, shall, for the purposes of Sections 19 and 20 of Act No. XXV. of 1871, be deemed to be suitable for the exclusion of cattle, provided that they are properly maintained and in good order.

2. The Railway Company shall provide a fence, wall, or paved slope answering to the description of one or other of those shown in the diagram, throughout the line, and on both sides, except at bridges, tunnels, under precipices, or in such situations as are absolutely inaccessible to cattle.

3. The Railway Company shall erect and maintain double or single gates at or about the points defined in the annexed list marked A., and shall employ persons to open or shut such gates.

4. The Railway Company shall also erect and maintain suitable gates, balance bars or wickets, as defined in the annexed list marked B., but shall not be required to employ persons to open and shut them.

5. It shall, however, rest with Government to increase or diminish the number of gates, balance bars, and wickets, or to alter their position; also to increase or diminish the number of gatekeepers, or to order that they shall be provided to open and shut any gates included in the list marked B., should Government consider it necessary.

6. The Railway Company shall form and maintain good and efficient roads across the railways and the side widths of land made over to them at all the points specified in the above lists, and at any other points that may be hereafter decided upon. The approaches to all such road crossings shall have a slope not steeper than 1 in 30, and the minimum width of the embanked approaches shall be fixed at 30 feet at top for principal roads near large towns, and 20 feet for other roads. When the road crossed exceeds 30 feet in width, the crossing and approaches shall be of the same width as the road, unless otherwise specially ordered. All approaches shall be formed so as to be perpendicular or nearly so to the centre line of railway; both the road over the railway and the approaches shall be properly drained and maintained at all seasons in good repair. Guard rails shall in all cases be provided where a cart-road crosses the railway.

(Signed) H. F. [illegible]COCK, Lieut.-Colonel, R.E.,
Acting Under Secretary to Government.

23*rd October* 1872.

N.B.—It will rest with Government to vary the above rules from time to time if they see fit. (See Section 21, Railway Act Amendment Act No. XXV. of 1871.)

(True Copy.) (Signed) J. WHITE,
Head Clerk, P. W. Secretariat at Hyderabad.

No. 91. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 2nd September 1873, No. 4[illegible].

In reply to the 2nd paragraph of the Order of Government, dated the 7th July 1873, No. 1,750, I have the honour to state that, in the case of the narrow gauge railways under construction in this Presidency, viz., the Trichinopoly-Tuticorin line and the Madras-Cuddalore line, the sums sanctioned for fencing represented the estimated cost of iron wire fences for one-fourth of the length of the railways; and that, in the opinions of the Chief Engineers of the respective Companies, the sums so sanctioned will be sufficient to provide both lines, throughout their entire length, with efficient fences suitable for the exclusion of cattle, formed partly of iron wire and partly of live vegetable fencing.

2. It may therefore be accepted that no "additional cost" will be required in order to secure the choice of speed in the running of trains; and, under these circumstances, rules similar to those which received the approval of Government in their Proceedings, dated the 28th March 1873, No. 970, can be made applicable to the narrow gauge railways in this Presidency.

No. 92. ORDER THEREON, 7th November 1873, No. 2,718.

RAILWAY, No. 12.

ORDERED that the following letter be sent:—

(Here enter No. 2,719, dated 7th November 1873.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, *7th November* 1873.

No. 93. No. 2,719.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 13.

SIR,—On the receipt of your letter of the 7th June last, No. 870, the Mysore and Hyderabad Authorities were addressed on the subject of the draft rules framed for the provision of boundary marks and fences for railways in the Madras Presidency. The Chief Commissioner of Mysore has, in reply, expressed his concurrence in the rules; but the Resident at Hyderabad forwards copy of rules recently approved by him, which he considers it desirable to introduce on such portions of the Madras Railway as lie within the Nizam's territory unless any great inconvenience is likely to be experienced by two different sets of rules being in force on one line of railway; in which case the Resident will not press for the adoption of the rules in operation in the Nizam's territory, but suggests the addition of some further clauses in the Madras Rules as regards level crossings and gateways to ensure increased security. His Excellency the Governor in Council considers it objectionable to adopt different regulations on portions of the same line of railway, and he believes that the rules as already framed and submitted for approval are sufficiently stringent for the object in view.

2. As regards the narrow gauge railways under construction in this Presidency, provision has been made in the sanctioned estimates for iron wire fences for one-fourth of the length of the railway system, which, with live vegetable fences for the remainder, will, in the opinion of the Railway Authorities, prove an efficient protection. No additional cost will thus be entailed to secure the choice of speed in the running of trains; and His Excellency in Council considers that there is no objection to the rules in question being made applicable to railways on the narrow gauge in this Presidency.

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 469

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In reply to the second paragraph of the Order of Government dated the 7th July 18[illegible] No 1768 I have the honour to state that in the case of the narrow gauge railways under construction in this Presidency namely the Arkonam Polygar Railway line and the Madras Cuddalore line the cost incurred for fencing the latter included the estimated cost of iron wire fences for one fourth of the length of the railways; and that an

in the opinions of the Chief Engineers of the respective Companies, the sums so sanctioned will be sufficient to provide both lines, throughout their entire length, with efficient fences suitable for the exclusion of cattle, formed partly of iron wire and partly of live vegetable fencing.

2. It may therefore be accepted that no additional cost will be required in order to secure the choice of speed in the running of trains, and, under these circumstances, rules similar to those which received the approval of Government in their Proceedings dated the 28th March 1873, No. 970, can be made applicable to the narrow gauge railways in this Presidency.

I have the honour to be
Sir
Your most Obedient Servant
(Illegible) Lt Col R.E.
Consg Engineer for Railways

Madras
2 September 1873

P.W. 1873 Dept.
No 4836

RAILWAY DEPARTMENT.
Proc. of Govt for December 1873.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 2d September 1873.
Recd. 3d

No. 459.

No 2718-2719 7th Nov.
Roderwardy

The opinions of
the Chief Engr and
the Agent of the
G. Land. Carnatic
Railways with
regard to the fencing
of the line and the
speed of trains.

Ackd 6th

Answd to Ackd 8th Nov.

Public Works Department.

No. 2719

To

The Secretary to the Government
of India,
Public Works Department.

Sir,

I have the honor to acknowledge the receipt of your letter of the 7th June last No. 2870 to the Mysore and Hyderabad Authorities were addressed on the subject of the draft rules framed for the provision of boundary marks and fences for Railways in the Madras Presidency. The Chief Commissioner of Mysore has in reply expressed his concurrence in the Rules; but the Resident at Hyderabad forwards

H:89-92

forwards copy of rules recently approved by him, which he considers it desirable to introduce on such portions of the Madras Railway as lie within the Nizam's Territory unless any great inconvenience is likely to be experienced by two different sets of rules being in force on one line of Railway; in which case the Resident will not press for the adoption of the rules in operation in the Nizam's Territory but suggests the addition of some further clauses in the Madras Rules as regards level crossings and gateways to ensure increased security.

His Excellency the Governor-in-Council considers it objectionable to adopt different regulations on portions of the same line of Railway, and he believes that the rules as already framed and submitted for approval are sufficiently stringent for the object in view.

As regards the narrow guage Railways under

under construction
in this Presidency, pro-
vision has been
made in the sanctioned
Estimates for iron
wire fences for one-
fourth of the length
of the Railway System,
which with live vegetable
fences for the remainder
will, in the opinion
of the Railway Authorities
prove an efficient
protection - No addition-
al cost will thus
be entailed to secure
the choice of speed
in the running of
trains,

trains, and His Excellency
in Council considers
that there is no objection
to the Rules in question
being made applicable
to Railways on the
narrow gauge in
this Presidency -

Govt

1. C. Butler 13/11/73
with the previous Ltr.

18 *Department.*

No.

To

The Secretary to the
Government of

Department.

Dated 187

No 4835, 4056 & 5780

Govt. of [1873] Madras.

PUBLIC WORKS.

To

The Secretary to the
Govt. of India

Dated

Recd. Encl 1

G. O. 7 Nov 1873, No 2718-
2719.

Nos. 89-90-91 &
92-93

Railway Papers

on Correspondence
Draft Rules for the
regarding the provision
of boundary marks
and fences for Railways.

Reporting on the
subject of the draft Rules
for the provision of
boundary marks & fences
for Railways in the Madras Presidency