(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Revenue (Forest) DEPARTMENT.

G.O. No. 343,344 Press Mts.

Dated 3 — 3 — 18

Not to be folded or roughly handled

No. 26. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 9th December 1872, No. 676:—

Upon receipt of the Order of Government, dated the 7th ultimo, No. 2,619, a copy was sent to the Agent of the Madras Railway Company, and he was asked to instruct the Chief Engineer to make a trial of creosoted pine sleepers upon the Western Coast.

2. I have now the honour to lay before Government a letter* from Mr. Elwin, forwarding one from the Chief Engineer, in which Mr. Anderson requests that the Government of India may be moved to reconsider their objections to the proposal to relay with iron sleepers the portion of the South-West Line between Muddikerry and Beypore. He states that "the use of iron sleepers has been attended with the most marked and undeniable success on the Madras Railway, and I can only say that the adoption of creosoted pine sleepers on the Western Coast will be in direct opposition to my advice on this subject. I know exactly what to expect from the use of iron sleepers, and I have grave doubts as to the success of creosoted pine."

* No. 879, dated 3rd December 1872.

3. Mr. Anderson proceeds to say that he has in stock enough iron sleepers to renew upwards of 25 miles of line; and he requests that, should the Government of India still withhold sanction to his estimate,* he may "at least be authorized to renew with iron sleepers as far as Palghaut, a distance (excluding the ghaut where it has always been proposed to retain wooden sleepers) of 17 miles."

* Rupees 12,87,381. *Vide* G. O., dated 21st March 1872, No. 808.

4. Under the circumstances explained by the Chief Engineer, I think it would be advisable to comply with this request, and to authorize the utilization of the stock of iron sleepers in relaying the road between Muddikerry and Palghaut, with the exception of the 7 miles of ghaut.

5. At the same time I think it is highly advisable that a satisfactory trial should be made of creosoted pine sleepers. I cannot see that the fact of their not having yet been tried upon the Western Coast, and of the Chief Engineer having doubts as to their success, constitutes a sufficient reason for refusing to give them a proper trial. I recommend that the orders already issued by Government should be adhered to, and that the Railway Company be requested to make the desired experiment by renewing with sleepers of creosoted pine a portion of their line on the Western Coast, not less than 10 miles in length.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 3rd December 1872, No. 879.

With reference to your letter No. 939 of the 14th ultimo, with which was enclosed a copy of G. O., No. 2,619, dated the 7th idem, I have the honour to enclose, herewith, a copy of the Chief Engineer's letter No. 553½ of the 28th ultimo, which I request that you will be so good as to submit to the Government.

2. In the letter* from the Government of India, which is embodied in the above-mentioned Order of Government, the principal objection that is made to the proposal that the line between Muddikerry and Beypore shall be renewed with iron sleepers is that the comparison which

* No. 1,659-G. R., dated 16th October 1872.

has been made between the cost of maintaining roads laid with iron and with wooden sleepers is based upon figures that may hereafter be increased on the one hand and reduced on the other, and that therefore the comparison as a guide for the future does not hold good.

3. But Mr. Anderson shows that a considerable portion of the 1st Division of the North-West Line, which was originally laid with iron sleepers, has been opened for traffic for upwards of ten years, a time nearly equal to the estimated life of a creosoted pine sleeper, and as the pots are now to all appearance as sound and good as when first put in, there is no apparent reason why the past cost of maintenance should increase for many years to come.

4. With regard to the cost of maintaining the road laid with wooden sleepers (4th Division, South-West Line), I believe that you will concur with the Chief Engineer that it is hardly fair to compare the *average* cost of maintenance of a line of the length of the East Indian Railway with the cost of maintaining 104 miles in that portion of the Madras line where, as stated by the Chief Engineer, the climate is the "most trying on our Railway." The charges for maintenance on this division are strictly watched with a view to economy, and I do not see any probability of the cost, as mentioned by the Chief Engineer in his letter No. 390, of the 20th of August last, being reduced except by the substitution of some other description of sleepers than those now used.

5. I think I have shown above that the principal objection taken by the Government of India to the proposal, that iron sleepers shall be used on this division, is removed by the statements contained in the enclosed copy of the Chief Engineer's further report upon the subject, and if His Excellency the Governor-General in Council is convinced that the advantage which the Chief Engineer has claimed for iron sleepers has been established, the suggestion that we should make a trial of creosoted wooden sleepers on the Western Coast will, I conclude, be withdrawn.

6. For my own part I entirely agree with the Chief Engineer that, with our experience of iron sleepers, and the financial advantage which we know to attend their use, it will be most unwise, and quite unnecessary, to make any further experiments with timber sleepers of any description, especially after the costly failures in that respect which we have already experienced.

7. With regard to the present cost of iron in England, I beg to point out that we have now on hand a stock of pot sleepers sufficient to lay upwards of 25 miles of line, or a quarter of the whole distance which it is proposed to alter. Moreover, there is no reason to suppose that the high prices which now prevail for iron will be maintained, and as it is only when the wooden sleepers become unsound that they will be removed and iron sleepers substituted for them, we shall be able if necessary to await the most favourable opportunity of purchasing, first using up the stock of pot sleepers which we already have on hand.

8. I trust that the final decision arrived at by the Government on this subject may be communicated to me as early as possible.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 28th November 1872, No. 553½.

Consulting Engineer's letter No. 939 of 14th instant, forwarding G. O., No. 2,619 of 7th idem.

I fear I have no more conclusive evidence to advance as to the financial advantage of substituting iron bowl sleepers for wooden sleepers on the 4th Division of our South-West Line, than that given in my letter No. 390 of 20th August last.

2. In the 7th paragraph of that letter I have shown the cost per mile of maintenance of permanent way of two divisions of nearly equal ages, one of which was laid originally with iron, and the other with wooden sleepers. The cost of the iron road per mile per annum amounts to Rupees 491-10-0, and of the wooden road to Rupees 1,506-3-9.

3. As regards the suggestion that the lowness of the cost of the iron road may be partly due to the fact that the average amount of renewals of iron sleepers has not yet been correctly ascertained, I have to point out that a considerable portion of the 1st Division, North-West Line, has been opened for public traffic for upwards of ten years, a time nearly equal to the estimated life of a creosoted pine sleeper, and the iron sleepers now in the road are, to all appearance, as sound and good as when first put in.

4. It appears to me scarcely fair to compare the *average* cost of maintenance of a long line, such as the East Indian Railway, with the cost of a single division of the Madras Railway, the expenditure on which is shown to be exceptionally high owing to exceptional causes. The statement given in the 7th paragraph of my letter No. 390 of 20th August, shows in the most positive manner that the excessive cost of the 4th Division, South-West Line, is due altogether to the heavy renewals of wooden sleepers, and yet reflections are made upon the cost of this division, which is stated to be "apparently far higher than it ought to have been," while, at the same time, sanction is withheld for the adoption of a measure that it is very clearly shown will reduce that cost considerably below the average of the East Indian Railway.

5. The use of iron sleepers has been attended with the most marked and undeniable success on the Madras Railway, and I can only say that the adoption of creosoted pine sleepers on the Western Coast will be in direct opposition to my advice on this subject. I know exactly what to expect from the use of iron sleepers, and I have grave doubts as to the success of creosoted pine.

6. With reference to the 4th paragraph of letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, No. 1,659-G. R., dated 16th October 1872, I beg to point out that at the time my estimate for renewing with iron sleepers the line between Muddikerry and Beypore was prepared, no exceptional difficulty or expense attended the purchase of iron in England.

7. I have also to remind you that I have in stock enough iron sleepers to renew upwards of 25 miles of line, or near the one-fourth of the total quantity required between Muddikerry and Beypoor. Should, however, the Government of India still withhold sanction to my estimate of 29th January 1872, I request that I may at least be authorized to renew with iron sleepers as far as Palghaut, a distance (excluding the ghaut where it has always been proposed to retain wooden sleepers) of 17 miles. This will enable me to utilize the large stock of iron sleepers now lying idle, and will at the same time leave a large balance for ordinary renewals.

8. I request an early decision on this subject, as the stock of wooden sleepers on the 4th Division is now so low as to cause me some anxiety.

9. The two reports of the Chief Engineer, East Indian Railway, forwarded with the Consulting Engineer's letter under reply, are herewith returned as requested.

No. 27. Order thereon, 3rd February 1873, No. 343.

RAILWAY, No. 7.

His Excellency the Governor in Council is of opinion that the advantages likely to accrue from the proposed experiment with creosoted fir sleepers on a short length of the Madras Railway are not such as to warrant a measure to which the Railway Officers have expressed themselves so strongly opposed. The Government of India will therefore be requested to reconsider the question in the light of the further arguments adduced by the Railway Officers.

(Here enter No. 344, dated 3rd February 1873.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *3rd February* 1873.

No. 28.

No. 344.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 8.

To Government of India, No. 809, dated 21st March 1872.
From do., No. 518-G. R., dated 9th April 1872.
To do., No. 2,230, dated 20th Sept. 1872.
From do., No. 1,659,-G. R., dated 16th Oct. 1872.

SIR,—With reference to the correspondence noted in the margin, I am directed to forward, for the consideration of the Government of India, the enclosures received through the Consulting Engineer from the Agent and Manager of the Madras Railway, and to request that sanction may be accorded to the proposed substitution of pot for timber sleepers, therein referred to. His Excellency is of opinion that the advantages likely to accrue from the experiment proposed are not such as would justify the measure in the face of the protest by the Railway Officers, while the utilization of surplus stock is greatly to be desired.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Railway Deptt.

Cons. Engineer's Office

No. 676

From

Lieut Colo J. H. M. Shaw-Stewart R.E.

Cons. Engineer for Railways

To

The Secretary to Government

Public Works Department

Fort St George.

Sir,

Upon receipt of the G. Order of Government dated the 7. ultimo, No. 2,619, a copy was sent to the Agent of the Madras Railway Company, and he was asked to instruct the Chief Engineer to make a trial of creosoted pine sleepers upon the western coast.

2

I have now the honour to lay before Government a letter[x] from Mr. Elwin, forwarding one from the Chief Engineer, in which Mr. Anderson requests that the Government of India may be moved to reconsider their objections to the proposal to relay with iron sleepers the portion of the South-West line between Muddikerry and Beypore. He states that "the use of iron sleepers has been "attended with the most marked "and undeniable success on the "Madras Railway, and I can only "say that the adoption of creosoted "pine sleepers on the western coast will

[x] No 879 dated 3rd Decr 1872

"will be in direct opposition to my "advice on this subject. I know "exactly what to expect from the use "of iron sleepers and I have grave "doubts as to the success of creosoted "pine."

3 Mr. Anderson proceeds to say that he has in stock enough iron sleepers to renew upwards of 25 miles of line; and he requests that, should the Government of India still withhold sanction to his[x] estimate, he may "at least be authorised to renew with "iron sleepers as far as Palghaut, a "distance (excluding the ghaut where "it has always been proposed to retain wooden

[x] dated 2, 1872.

"wooden sleepers) of 17 miles".

4 Under the circumstances explained by the Chief Engineer I think it would be advisable to comply with this request, and to authorise the utilisation of the stock of iron sleepers in relaying the road between Muddikerry and Palghaut, with the exception of the 7 miles of ghaut.

5. At the same time I think it is highly advisable that a satisfactory trial should be made of creosoted pine sleepers. I cannot see that the fact of their not having yet been tried upon the western coast, and of the Chief Engineer having doubts as to their success, constitutes a sufficient reason for refusing to give them a proper trial. I recommend that the orders already issued by Government should be adhered to, and that the Railway Company be requested to make the desired experiment by renewing with sleepers of creosoted pine a portion of their line on the western coast, not less than 10 miles in length.

I have the honour to be,
Sir,
Your most Obed't Servant,
Lieut Colonel R.E.
Cons. Eng.r for Railways

Madras
9th Decr
1872

No. 879. 13 11

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 3rd December 1872.

From

The Agent and Manager, of the M. R. Co.

To

Lt Col. J. Hell. Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

With reference to your letter No. 939 of the 14th ultimo with which was enclosed a copy of G. O. No 2619 dated the 7th idem, I have the honour to enclose herewith a copy of the Chief Engineer's letter No. 553 ½ of the 28th ultimo which I request that you will be so good as to submit to the Government.

2. In the letter from the Government of India which is embodied in the above-mentioned Order of Government, the principal objection that is made to the proposal that the line between Muddikera and Beypore shall be renewed with iron sleepers, is that the comparison which has been made between the cost of maintaining roads laid with iron and with wooden sleepers is based upon figures that may hereafter be increased on the one hand and reduced on the other, and that therefore the comparison as a guide for the future does not hold good.

No 1659 P. R. 16th October 1872

Rec'd 12 Dec 1872 No 879
" 20 Dec 1872 " — 276-278
" — " — 284-285

Public Works Department
From The Agent & Manager M. R. Co.
To The Secretary to Government
Railways
Dated 3rd December 1872.
Received 12th Dec 1872
Answered 20th Dec 1872
No. 343-344 Public Works Department
Subject: Railways.

Forwarded to
The Secretary to Government
P. W. Department
Fort St George

Dated 9th Dec 1872
Received 10th Dec 1872
Answered 20th Dec 1872
No. 343-344 Public Works Department
Subject: Railways.

Read 2:-

Calls for a letter explaining a letter received from the Agent M. R. Co. regarding the proposal to renew with iron sleepers the portion of the Railway between Muddikera and Beypore.

Read also
Copy of Agent's letter No. 939 dated 14th ultimo.
" Chief Engineer's letter No. 553½ dated 28th ultimo.
" G. O. No 2619 dated 7th December 1872.

Read also
G. O. No 1659 P. R. dated 16th October 1872.

Ordered
That a letter be addressed to the Agent M. R. Co. requesting him to submit to the Government the Report of the Consulting Engineer for Railways on the proposal to renew with iron sleepers the portion of the M. R. between Muddikera and Beypore.

(Sd) [illegible]
Secretary

3. But the Anderson shows that a considerable portion of the 1st Division of the South West line which was originally laid with view sleepers has been opened for traffic for upwards of 10 years, a time nearly equal to the estimated life of a creosoted pine sleeper, and as the pots are now to all appearance as sound and good as when first put in there is no apparent reason why the past cost of maintenance should increase for many years to come.

4. With regard to the cost of maintaining the road laid with wooden sleepers (4th Division, South West Line) I believe that you will concur with the Chief Engineer that it is hardly fair to compare the average cost of maintenance of a line of the length of the East Indian Railway, with the cost of maintaining 104 miles in that portion of the Madras line where as stated by the Chief Engineer the climate is the most trying on our Railway. The charges for maintenance on this Division are strictly watched with a view to economy and I do not see any probability of the cost as mentioned by the Chief Engineer in his letter No 390 of the 20th of August last being reduced except by the substitution of some other description of sleepers than those now used.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 187

Recd.

No.

1877

5. I think I have shown above that the principal objection taken by the Government of India to the proposal that Iron sleepers shall be used on this Division is removed by the statements contained in the enclosed copy of the Chief Engineer's further Report upon the subject, and if His Excellency the Governor General in Council is convinced that the advantage which the Chief Engineer has claimed for Iron sleepers has been established, the suggestion that we should make a trial of creosoted Wooden sleepers on the Western Coast will I conclude be withdrawn.

6. For my own part I entirely agree with the Chief Engineer that with our experience of Iron sleepers, and the financial advantage which we know to attend their use, it will be most unwise, and quite unnecessary to make any further experiments with Timber sleepers of any description, especially after the costly failures in that respect which we have already experienced.

7. With regard to the present cost of iron in England, I beg to point out that we have now on hand a stock of Pot sleepers sufficient to lay upwards of 20 miles of line, or a quarter of the whole distance which it is proposed to alter. Moreover there is no reason to suppose that the high prices which now

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 187

Recd.

No.

prevail for now will be maintained, and as it is only when the wooden sleepers become unsound that they will be removed and iron sleepers substituted for them, we shall be able if necessary, to await the most favourable opportunity of purchasing, first using up the stock of pot sleepers which we already have on hand.

8. I trust that the final decision arrived at by the Government on this subject may be communicated to me at as early as possible.

I have the honour to be
Sir
Your most Obedient Servt

Robt. F. Morris

Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

P. W. 6112/72

Dated 3rd } Decbr 1872
Recd. 5. }

No. 879

Furnishing explanation from the Chief Engineer with regard to the use of creosoted line sleepers on the 4' 8½" Dist. South West Line

as sound and good as when first fabrin.

4. It appears to me scarcely fair to compare the average cost of maintenance of a long line such as the East Indian Railway with the cost of a single Division of the Madras Railway, the expenditure on which is shown to be exceptionally high owing to exceptional causes. The statement given in the 7th para. of my letter No 390 of 20th August shows in the most positive manner that the excessive cost of the 4th Division S. W. Line is due altogether to the heavy renewals of Wooden sleepers, and yet reflections are made upon the cost of this Division, which is stated to be apparently far higher than it ought to have been; while, at the same time, sanction is with-held for the adoption of a measure that is very clearly shown will reduce that cost considerably below the average of the East Indian Railway.

5. The use of iron sleepers has been attended with the most marked and undeniable success on the Madras Railway, and I can only say that the adoption of creosoted pine sleepers on the Western East will be in direct opposition to my advice on this subject. I know exactly what to expect from those of iron sleepers, and I have grave doubts as to the success of creosoted pine.

6. With reference to the 4th para of letter from the Officiating Deputy

23.14

Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Madras, P.W.D. No. 1659 J. R. dated 16th October 1872 I beg to point out that at the time my estimate for renewing with iron sleepers the line between Muddikerry and Beypore, was prepared no exceptional difficulty or expense attended the purchase of iron in England.

7. I have also to remind you that I have in stock enough iron sleepers to renew upwards of 25 miles of line, or nearly the 1/4 of the total quantity required between Muddikerry and Beypore. Should however the Government of India still withhold sanction to my Estimate of 29th January 1872. I request that I may at least be authorized to renew with iron sleepers as far as Palghaut, a distance (excluding the plant where it has always been proposed to retain wooden sleepers) of 17 miles. This will enable me to utilize the large stock of iron sleepers now lying idle, and will at the same time leave a large balance for ordinary renewals.

8. I request an early decision on this subject as the stock of wooden sleepers on the 4th Division is now so low as to cause me some anxiety.

9. The two reports of the Chief Engineer East Indian Railway, forwarded with the Consulting Engineer's letter under

reply

reply, are herewith returned as requested.

Yours faithfully
Sd/ Beresford Anderson
Chief Engineer

True Copy

Sd/ W. H. Lewis
Agent & Manager

Sd/ 11/12/72

No 343 257

Proceedings of the Madras Government
Under date the January 1873
I Read the following

From the Chief Engr for Rlys / &c No 16769 dt Dec/72

His Excellency
the Governor in Council
is of opinion that the
advantages likely to
accrue from the proposed
experiments with Creo-
-soted fir Sleepers on a
short length of the
Madras Railway are
not such as to warrant
a measure to which the
Railway

Railway Officers have expressed themselves so strongly opposed. The Government of India will therefore be requested to reconsider the question in the light of the further arguments adduced by the Railway Officers.

I have &c.

(Sd) [illegible]

To
The Consg Engineer
for Railways &c

Dispd 5/2/73.

Encl. No 7

To

P.W. Dept.
274

No. 344

To
The Secretary to the
Government of India.

Sir,

With reference to the correspondence noted in the margin, I am directed to forward for the consideration of the Government of India the Enclosures received through the Consulting Engineer from the Agent and Manager of the Madras Railway, and to request that

To Govt of India No 809 of 21 March 1873.
From " " " 518 R.T. 9 April 1873
To " " " 2230 S/20 Sept 1873
From " " " 1659 R.T. 16 Oct 1873

include the cost of the new Sleepers. It appears fair therefore to assume that if creosoted fir Sleepers last 13 years at least and country wood 4 years the renewals per annum would not be more than 1/3 in the former as compared with the latter the labor for renewals being similarly reduced. The annual maintenance would then be

	1506 - 3 - 9
Less 2/3 of 955 - 5 - 1	636 - 14 - 0
	869 - 5 - 9
Less 50 Rs for Labor.	50 - 0 - 0
	819 - 5 - 9

Wooden line.

First Cost	5,47,551
Interest at 5%	27,388
Maintenance	82,820
	110,208

as compared with that for iron line -

1,13,084.

It is further submitted that the figures derived from the Great Southern of India Railway practice, are such as to have induced this Government to sanction creosoted fir for 400 miles of new line and thus there is an apparent inconsistency in dealing with the Madras Railway differently on the score at least of maintenance charges. The Chief Engineer's experience and advice is quoted as an argument against the proposal but it has I think been overlooked that his experience has not been derived with the

sleepers in question: on his own admission, there can be no doubt whatever that on the Madras Railway the wooden road of country sleepers has failed as compared with iron but it is submitted that it would be unfair to this Presidency if not to the rest of India to allow a statement like this of the Madras Railway Officers to be incorporated in future as a fact in Railway experience, when there are sufficient grounds for believing that it will be found to have been only what the Chief Engineer claims for it, "a plane doubt."

Like experience would not come too late for future Railway Extensions, and it must be remembered that Railway experience has hitherto conclusively shown that it is impossible to lay an iron road so that it may be as little rigid as a wooden road, the Madras Railway alone in India has succeeded in saving the iron road from self destruction. It has yet to be determined by the life of their rolling stock and permanent way as compared with that on

other lines, whether or no the iron road can be called economical.

With this experience yet to be gained, on the one side, it is submitted that no opportunity should be lost of exhausting the subject on the other, and certainly that no statement likely to prejudice the ultimate issue, should be accorded as a fact until found to be so.

It is impossible to say yet what the life of an iron sleeper is, the probability is that all will fail about the same time, if deterioration be due to corrosion or chrystalization of the structure of the iron from vibration, as in quarry chairs. &c. &c.

It is further submitted that a very strong argument in favor of the experiment is furnished by the consideration invited by the Hon: Mr Sim whether the creosoting process could not be applied to our own Country woods. A solution of copper was tried and failed but the creosoting process has not I believe been tried; with the Australian woods in the market, and looking to the possible future of the coal and iron markets, the tendency to narrow the gage and so lessen

the size of the sleepers and facilitate inspection. it is submitted that the substitution of wood for iron eventually is by no means an improbability.

It will not have escaped observation that no experience is invoked in support of the alleged injurious effect of the Western Coast climate upon prepared wood, either by referring to failure of the wooden structures with which the coast abounds or by showing that the cost of the miles of line on the west exceed that of those on the East Coast.

It is not known that any practical advantage can be claimed for having all the lines under the Company supplied with the same description of permanent way. at least it is a result not aimed at in any other department of the Company. every description of detail in rolling stock, station plant or small stores varies throughout the line the one object of the Company being by comparison to economize in the smallest particular.

the working of a Rail-
way is the large experi-
ment from end to end
recorded with a statis-
tical accuracy found
in per other undertakings
and there appears no
reason why Keepers
should forme a solitary
exception.

Finally the experiment
can not be tried else-
where, e.g. in Carnatic
or Great Southern of
India Railway, as it
is the west-coast cli-
mate that is feared.

C.H.S.

G. & No. 6112

Govt. of {1873} Madras.

PUBLIC WORKS.

To the Consulting Engr for Railways

& To the Secretary to the Govt of India

Dated

Recd. Encl. 2

G. O. 3rd July 1873. No. 343-344.

Nos. 26-17428

(Orders)

Railway Sleepers - Forwarding orders on correspondence submitted by the Govt. requesting that Govt. of India may be requested to re-consider their orders with reference to the proposal relaying with Sleepers on Trunk Lines