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(2) Date of repair _____
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	732-733	Press
B.P. No.		Mis.
158-160		
Dated	7. 3.	1873.

Not to be folded or roughly handled

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

No. 158. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st January 1873, No. 75:—

In consequence of the decision of Government communicated in their Order dated the 30th March 1871, No. 939, that the metre gauge was to be adopted upon the Southern Extension of the Great Southern of India Railway and upon the Carnatic Railway, it has been assumed that the maximum running speed over these lines will be considerably less than it is over the broad gauge lines.

2. It was upon this assumption that, when sending up the estimates for the Southern Extension, Major Prendergast recommended* that wire fencing for

* In letter No. 439, 11th October 1871, paragraph 11, vide G. O., 5th December 1871, No. 3,068.

† Paragraph 9, vide G. O., 21st March 1872, No. 803.

‡ Paragraphs 31 and 50 of Note printed with G. O., 4th December 1872, No. 2,851.

only one-fourth of the line should be admitted, a recommendation which was approved by the Government of India in their letter† of the 2nd March 1872. The estimates for the Carnatic Railway were also revised‡ in some particulars for the same reason.

3. In the Resolution of the Government of India, dated the 5th October 1871,* No. 1,942-R., it is stated to be the

* Vide G. O., 3rd November 1871, No. 2,790. opinion of His Excellency the Governor

General in Council "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," and in Mr. Molesworth's report, published as a supplement to the *Gazette of India* on the 16th September 1872, it is distinctly stated† that "the speed on the narrow gauge is restricted to 15 miles per hour." In

† Paragraph 46.

‡ Paragraphs 79, 80.

a further part‡ of the same report it is stated that the low speed to which trains

on the narrow gauge lines are to be restricted will necessitate the watering stations and the engine stations being nearer together than on the broad gauge.

4. I have lately been in correspondence with the Agent of the Great Southern of India Railway upon this subject, and, in submitting the letters

To Agent, No. 404, 26th September 1872.
From " " 4,774, 26th October "
To " " 495, 12th November "
From " " 4,830, 5th December "
Do. " " 4,875, 17th January 1873.

which have passed between us, I have the honour to request that they may be forwarded for the early consideration of the Government of India. It will be

seen that the Railway Authorities, both in India and London, are decidedly opposed to any rule which would restrict the speed of their trains and engines to 15 miles an hour. It is proposed by them that their trains should be run on a time-table calculated throughout "at not less than 14 miles an hour," also that the maximum speed of through mail trains between stations should be fixed at 25 miles an hour, and of local trains at 20 miles an hour.

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

5. Upon the Southern Extension the respective distances between the engine stations as originally proposed are as follow :—

Trichinopoly to Madura 97½ miles.
Madura to Tuticorin 98½ miles.
Do. to Tinnevelly 98 miles.
(not 118 as erroneously stated in enclosed correspondence.)

Tuticorin to Tinnevelly 38 miles.

Of these the first three are all considerably in excess of the distance proposed by Mr. Molesworth between engine stations; but, even with a maximum restriction of 15 miles per hour, there would be little or no difficulty in accomplishing each journey within the ten hours, which is named by the Locomotive Superintendent as a driver's working day.

6. The Agent of the Great Southern of India Railway endeavours to show that the adoption of the proposed restriction of speed will increase expenditure, while it is not required on the score of safety. It seems to me that he altogether fails to establish the second point; and that, on railway of the metre gauge, a restriction of speed, such as is proposed, will go far towards ensuring safety. As regards expenditure, the Agent takes no notice of the fact that three-fourths of the fencing originally proposed, at an estimated cost of Rupees 4,20,000, was struck out expressly in consequence of the proposed restriction in the maximum speed of trains; and that if this restriction is to be removed the Government of India would insist upon the whole line being provided with an efficient fence.

7. I solicit orders upon two points: first, whether the speed of all trains and engines running upon the narrow gauge railways in this Presidency is to be restricted to 15 miles per hour; second, if this restriction is to be made absolute, whether the distance between engine stations is to be limited to 70 or 80 miles, as laid down in Mr. Molesworth's report, or whether, in the special circumstances of the Great Southern Extension, the engine stations may be erected as originally proposed.

From the Consulting Engineer for Railways, to the Agent and Traffic Manager of the Great Southern of India Railway Company, dated Madras, 26th September 1872, No. 404.

I HAVE the honour to request that you will be so good as to take into consideration the advisability of modifying the proposed arrangement of engine stations upon the Tuticorin Extension.

2. The sanctioned estimates provide for one changing station only between Trichinopoly and Tinnevelly, namely, at Madura. Now Madura is 97 miles from Trichinopoly and 118 miles from Tinnevelly, and I would point out that with the restricted speeds which will be adopted upon the narrow gauge lines the run from Madura to Tinnevelly is likely to take about 10 hours, which appears to me too long a stretch for one driver. I would therefore suggest the expediency of dividing the line between Trichinopoly and Tinnevelly into three divisions.

3. Pending the consideration of this question, I will ask you to suspend any work which may have been commenced upon the Madura engine shed or fuel store.

From the Agent of the Great Southern of India Railway Company, to the Consulting Engineer for Railways, dated Negapatam, 26th October 1872, No. 4,774.

Your letter No. 404 of the 26th ultimo I understand from your remarks that so great a restriction of the speed, to be run by trains over the Southern Extension, as to make the journey between Madura and Tinnevelly (118 miles) occupy 10 hours, has been under consideration.

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

2. The adoption of such a rule can only be contemplated with a view to the reduction of expenditure or on the score of safety.

3. Regarding the latter point, I think there cannot be a doubt that a difference in speed of 2 or 3 miles an hour, when the speed run does not exceed 20 miles an hour, does not affect the safety of a train travelling over a narrow gauge railway. Mr. Sheward, in his letter attached, instances two Railways (one of a much narrower gauge than that which it is proposed to adopt on this Company's line) on which the speed travelled is from 25 to 35 miles an hour.

4. Saving of expenditure cannot be adduced as a cause for so great a reduction in the speed of trains. In our case a large additional capital outlay would be caused in providing an extra locomotive depôt with its accompanying machinery, engines, drivers' houses, etc., etc.; and beyond that a ceaseless extra charge against Revenue would be entailed in additional staff both in the Locomotive and Traffic Departments.

5. These arguments are advanced in the Company's interest, but there is the equally important interest of the public to be considered. When it can be shown that neither on the score of safety, or on that of expenditure, is so great a restriction of speed desirable, I trust you will support me in recommending that our trains may be run on a time-table calculated throughout at a speed of not less than 14 miles an hour. This will enable us to work the line in two sections instead of in three, and thereby a saving both in Capital and in Revenue expenditure will be secured.

Copy of letter from the Locomotive Superintendent, to the Agent, No. 896, dated 3rd October 1872.

YOUR No. 8,562/2,667 with enclosure.

Our drivers cannot claim overtime under 10 hours on their engines. The covenanted men are so bound in their agreements. The men who work our Nos. 2 and 7 trains from Negapatam are 10½ hours on duty from 8 A.M. to 6-15 P.M. with ½ hours stoppage at Trichinopoly. The 97 miles from Trichinopoly to Madura and the 118 from Madura to Tinnevelly would, with delays, entitle the driver to overtime. It is to be hoped, however, that Government will reconsider the point of fixing our speed at 10 miles an hour, 2 miles an hour either way would in no way influence the control of the train or the cost of working, at all events not to any appreciable extent. If we ran at a speed of 12 miles an hour, the journey could be performed by two men. The expense to be incurred in dividing the line into three sections would be very considerable in the matter of engine sheds, bungalows, etc., and at the same time the staff would be, to a very large extent, increased by extra firemen, drivers, etc., thereby increasing our working expenses very greatly. Trains have been run on the Festiniog and Portmadoc line 1' 10½" gauge at 30 miles an hour with perfect safety. I have myself travelled on the Antwerp and Ghent 3' 6" gauge 35 miles an hour special. Twenty-five miles an hour is their working time. In our case, where the fact of the working expenses being so greatly increased by such a low rate of speed, and where as far as safety is concerned 30 miles an hour could be run, the working speed of trains would, I imagine, be made to suit the circumstances. At a through speed of 12 miles an hour our traffic could be worked with most perfect control of the trains where motion and economy in working the line in two sections. There is another point also that, I think, has been lost sight of. At 10 miles an hour, via Dindigul, we could hardly compete with the direct road from Trichinopoly to Madura, at all events any one to whom time was an object would take horse transit from Trichinopoly to Madura and actually accomplish the journey in less time than by train.

From the Consulting Engineer for Railways, to the Agent and Traffic Manager of the Great Southern of India Railway Company, dated Madras, 12th November 1872, No. 495.

WITH reference to paragraph 5 of your letter dated 26th ultimo, No. 4,774, I have the honour to request that you will be so good as to inform me what you would propose as a maximum speed, between stations, for the narrow gauge extension.

2. I shall be glad to know whether you propose 14 miles an hour as a maximum speed between stations, or including stoppages.

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

From the Agent of the Great Southern of India Railway Company, to the Consulting Engineer for Railways, dated Negapatam, 5th December 1872, No. 4,830.

Your letter No. 495 of the 12th ultimo, I would propose to fix the maximum speed of through mail trains between stations at 25 miles an hour, but that speed would only be attained at certain favourable portions of the line and where the distances between stations are not short. Local trains, I think, might be limited to a maximum speed of 20 miles an hour.

2. This arrangement would enable me to work the trains between Madura and Tuticorin within the time allowed for a driver's day's work.

From the Agent of the Great Southern of India Railway Company, to the Consulting Engineer for Railways, dated Negapatam, 17th January 1873, No. 4,875.

In continuation of my letter No. 4,830, of the 5th ultimo, and of previous correspondence, I have to request that you will bring to the notice of Government the views (as expressed in attached paper) of my Directors upon the question of restricting the speed of trains upon the Southern Extension.

Extract of letter from the Secretary, to the Agent, dated London, 20th December 1872, No. 74.
Speed of Trains.

THE Board observed with some surprise that it appeared to be in contemplation on the part of Government to restrict the through rate of speed to be run by trains over the Southern Extension to about 12 miles an hour. They cannot doubt that the views expressed in your letter to the Consulting Engineer for Railways (26th October 1872, No. 4,774), in which you advocate a minimum speed of not less than 14 miles an hour, will be met with other than approval, and they fully anticipate that after some little experience it will be found that trains may safely be run on the narrow gauge system at even a considerably higher rate of speed than that named by you.

No. 159. ORDER THEREON, 7th March 1873, No. 732.

RAILWAY, No. 19.

ORDERED that these papers be forwarded to the Government of India.

(The Extract.)

(Signet) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

No. 160. (DOCKET No 733, dated 7th March 1873.)

COPY of the above forwarded to the Government of India with a recommendation that, as advocated by the officials of the Great Southern of India Railway, and by their Home Board, the proposed restriction of the speed of trains on narrow gauge railways to 15 miles per hour may be removed.

(The Extract.)

Colonel, R.E.,

Secretary to Government.

Exd. S. T. Austin.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 75.

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 consequence of the decision of Government, communicated in their order dated the 30th March 1871, No. 939, that the metre gauge was to be adopted upon the Southern extension of the Great Southern of India Railway and upon the Carnatic Railway, it has been assumed that the maximum running speed over these lines will be considerably less than it is over the broad gauge lines.

2.

It was upon this assumption

that,

London

that, when sending up the estimate for the Southern extension, Major Prendergast recommended that wire fencing for only one-fourth of the line should be admitted:

* In letter No 430
11 Oct 1871. para 71
vide 3.6.5 Dec 71
No 3068.

a recommendation which was approved by the Government of India in their letter of the 2^d March 1872. The estimate for the Carnatic Railway were also revised in some particulars for the same reason.

* Para 9. vide 3.6.5
21 Mch. 72. No 3068.

* Paras 31 & 32. vide 3.6.5
21 Mch. 72. No 3068.

In the Resolution of the Government of India dated the 5th October 1871, No 1942-R, it is stated to be the opinion of His Excellency the Governor-General in Council 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: and in Mr. Moleworth's report, published as a supplement to the Gazette of India on the 16th September 1872, it is distinctly

* vide 3.6.5 Dec 71
No 2796

* Para 46

* Paras 79-80

*
do Agent No. 404 — 26 Sept 72.
do do No. 474 — 26 Oct 72.
do do 495 — 12 Nov 72.
do do No 4830 — 5 Dec 72.
do do No 4895 — 17 Jan 73.

stated that the speed on the narrow gauge is "restricted to 15 miles per hour". In a further part of the same report it is stated that the low speed to which trains on the narrow gauge lines are to be restricted will necessitate the watering stations, and the engine stations, being nearer together than on the broad gauge. I have lately been in correspondence with the Agent of the Great Southern of India Railway upon this subject; and in submitting the letters which have passed between us, I have the honour to request that they may be forwarded for the early consideration of the Government of India. It will be seen that the Railway Authorities, both in India and London, are decidedly opposed to any rule which would restrict the speed of their trains and engines to 15 miles an hour. It is proposed by them that their

on a time-table

at less than 14 miles

maximum speed

between stations -

as an hour, and of

hour.

the Southern section

between the

hour, there would be little or no difficulty
in accomplishing each journey within the
10 hours, which is named by the Locomotive
Superintendent as a driver's working day.

6. The Agent of the Great South-
ern of India Railway endeavours to show
that the adoption of the proposed restriction
expenditure, while it

restriction is to be removed; the Government of India would insist upon the whole line being provided with an efficient fence.

I solicit orders upon two points: first, whether the speed of all trains and engines running upon the narrow-gauge railways in this Presidency is to be restricted to 15 miles per hour; second, if this restriction is to be made absolute, whether the distance between engine stations is to be limited to 70 or 80 miles, as laid down in Mr. Mole's report, or whether, in the special circumstances of the Great Southern extension, the engine stations may be erected as originally proposed.

I have the honour to be

Sir

Your most obedient servant.

Madras

3/January 1873

W. M. Stewart St. J. O. R. & C.

Consulting Engineer for Railways

No 404.

13

To

W. S. Betts Esq
Agent & Traffic Manager
Great Southern of India Railway

Sir,

I have the honour to request that you will be so good as to take into consideration the advisability of modifying the proposed arrangements of engine stations upon the Tuticorin Ex-tension.

The sanctioned estimates provide for one changing station only between Trichinopoly and Trinnevelly, namely at Madurai. Now Madurai is 97 miles from Trichinopoly and 118 miles from Trinnevelly, and I would point out that with the restricted speeds which will be adopted upon the narrow gauge lines the run from Madurai to Trinnevelly is

Dec 30 Memo No 1180 of 1873
" 3 Dec " " 1873
" 5 Dec " " 1873
" 21 Dec 1873 - 1873
" 4 Dec 1873 - 1873
The Government of India -
Ordered that these papers be forwarded for the consideration of the Secretary to Government, P. W. Department, Fort Saint George.

1873
Dec 31 1873
The Consulting Engineer
for Railways,
1873
Dec 31 1873
P. W. Department,
Fort Saint George.

Dated 31st Dec 1873
Recd. 1st Jan 1874

No. 75.
1873
The Secretary to Government,
P. W. Department,
Fort Saint George.
Railways
P. W. Department,
Fort Saint George.
With an Order

is likely to take about 10 hours, which appears to me too long a stretch for one driver. I would therefore suggest the expediency of dividing the line between Ichinopoly and Tinnevely into three divisions.

Pending the consideration of this question, I will ask you to suspend any work which may have been commenced upon the Madura Sugmashed or Fuelstn.

Madras -
26 Sept 1872

I have &c

(Signed) J. H. M. Stewart Lieut Col R.

True Copy

Major Stewart Lieut Col.

Genl. Engineer for Railways

Pt. 7 - 10/11/73
P. M. 690/73
158.

No. 477/4

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 26th October 1872

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter of the 26th ultimo. I understand from your remarks that so great a restriction of the speed, to be run by trains over the Southern Extension, as to make the journey between Madura and Tinnevely (118 miles) occupy 10 hours, has been under consideration.

2 The adoption of such a rule can only be contemplated with a view to the reduction of expenditure, or, on the score of safety.

3 Regarding the latter point, I think there cannot be a doubt that a difference in speed of 2 or 3 miles an hour, when the speed run does not exceed 20 miles an hour, does not affect the safety of

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____ 18

From

THE AGENT,

Great Southern of India Railway,

To

SIR,

2

of a train travelling over a narrow gauge railway: Mr Sheward in his letter attached instances two railways (one of a much narrower gauge than that which it is proposed to adopt on this Company's line) on which the speed travelled is from 25 to 35 miles an hour

4. Saving of expenditure cannot be adduced as a cause for so great a reduction in the speed of trains. In our case a large additional Capital outlay would be caused in providing an extra Locomotive depot with its accompanying Machinery, Engines, Drivers' houses &c &c; and beyond that a considerable extra charge against Revenue would be entailed in additional staff both

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

18

19

From

THE AGENT,

Great Southern of India Railway,

To

SIR,

both in the Locomotive & Traffic Department
These arguments are advanced
in the Company's interest, but there is the
equally important interest of the public
to be considered. When it can be shown
that neither on the score of safety, or on
that of expenditure, is so great a restriction
of speed desirable, I trust you will support
me in recommending that our trains
may be run on a time table calculated
throughout at a speed of not less than
14 miles an hour. This will enable us
to work the line in two sections instead
of in three, and thereby a saving both
in Capital & in Revenue expenditure will
be secured.

I have the honor to be
Your most obedient servant
Agent

Great Southern of India Railway

Copy of letter from The Locomotive Super-
intendent to the Agent, No. 896, dated
3 October 1872.

Your No. $\frac{8562}{2667}$ with enclosure.

Our Drivers cannot claim overtime under
10 hours on their engines. The Covenanted
men are so bound in their agreements. The
men who work our Nos 2 and 7 trains from
Negapatam are $10\frac{1}{4}$ hours on duty from
8 A.M. to 6.15 P.M. with $1\frac{1}{2}$ hours stoppage
at Trichinopoly. The 97 miles from Trichi-
nopoly to Madurai and the 118 from Madurai
to Tinnevely would, with delays, entitle the
driver to overtime. It is to be hoped, however,
that Government will reconsider the point
of fixing our speed at 10 miles an hour.
- 2 miles an hour either way, would in no
way influence the control of the train or
the cost of working, at all events, not to
any appreciable extent. If we ran at a
speed of 12 miles an hour, the journey
could be performed by 2 men. The expense
to be incurred in dividing the line into
three sections, would be very considerable
in the matter of engine-sheds, Bangalore
&c. and at the same time the staff
would

1872 Oct 4

From

The Agent

G. S. & N. Railway

To The Comptroller
General

for Railways

Dated 26th Oct 1872

Yours
Obediently

Regarding speed
of trains on the Southern
Extension

P. N. 896/75.

No. 7 - Madurai 3134/158.

would be, to a very large extent, increased by extra foremen, drivers &c, thereby increasing our working expenses very greatly. Trains have been run on the Festiniog and Portmadoc line 1'10 1/2" gauge at 30 miles an hour with perfect safety. I have myself travelled on the Antwerp & Ghent 3'6" gauge 35 miles an hour special - 25 miles an hour is their working time. In our case where the fact of the working expenses being so greatly increased by such a low rate of speed, and where as far as safety is concerned 30 miles an hour could be run, the working speed of trains would I imagine be made to suit the circumstances. Still a through speed of 12 miles an hour our traffic could be worked with most perfect control of the trains wherein motion & economy in working the line in two sections. - There is another point also that I think, has been lost sight of. At 10 miles an hour via Sindigul, we could hardly compete with the direct road from Trichinopoly to Madura, at all events any one to whom time was an object, would take horse transit from Trichinopoly to Madura & actually accomplish the journey in less time than by train.

True copy.
-Deseo Kolnewan
H-4th. Cpt. Office
1874

Nov 95

To.

W. L. Betts Esq.
Agent & Traffic Manager
Great Southern of India Railway Ltd.

Sir,

With reference to para
5 of your letter dated 26th ultimo,
I have the honour to request that
you will be so good as to inform
me what you would propose as
a maximum speed, between
stations, for the narrow gauge
extension.

2. I shall be glad to
know whether you propose 14
miles an hour as a maximum
speed between stations, or
including stoppages

Yours faithfully
(Signed) J. McShaw Stewart R.E.

True

#4774

Madras
12 Nov 1895

P.O. 690/73.
12 Nov 1895

True Copy.

Mountbatten Lt Col. R.E.

Gen. Engineer for Railways

P. M. 690/73.
14. 9. 1903 13. 11. 158.

No. 4830

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, December 5th 1892. 27

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter to 495 of the 12th ult. I would propose to fix the maximum speed of through Mail trains between Stations at 25 miles an hour, but that speed would only be attained at certain favorable portions of the line and where the distances between Stations are not short. Local trains I think might be limited to a maximum speed of 20 miles an hour.

This arrangement would enable me to work the trains between Madras and Tuticorin within the time allowed for a Driver's day's work.

I have the honor to be
Sir
Your most obedient
William Stott
Agent

No. 4875

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 17th January 1873 29

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

In continuation of my letter of 4830
of the 5th ultimo, and of previous correspondence, I
have to request that you will bring to the
notice of Government the views (as expressed
in attached paper) of my Directors upon the
question of restricting the speed of trains upon
the Southern Extension

I have the honor to be
Sir

Your most obedient servant

William B. B. B.
Agent

no 4875

The Agent

W. B. B. B.

to

The Consulting Engineer

for Railways

Madras

Regarding maximum

speed of through mail

trains between Madras

and Bangalore

Great Southern of India Railway

31

Extract of letter from the Secretary to the Agent dated
London 20 December 1872 No 74.

Speed of Trains

The Board observed with some surprise
that it appeared to be in contemplation on the
part of Government to restrict the through rate
of speed to be run by trains over the Southern
Extension to about 12 miles an hour. They
cannot doubt that the views expressed in your
letter to the Consulting Engineer for Railways
(26 Oct. 1872 No 4774) in which you advocate a
minimum speed of not less than 14 miles an
hour, will be met with other than approval,
and they fully anticipate that after some
little experience, it will be found that
trains may safely be run on the narrow
gauge system at even a considerably higher
rate of speed than that named by you -

True extract/
Wm. Callaghan
Chief Clerk
16/1/73

No 4875

From

The Agent

Ld. 12. 10.

To

The Consulting Eng.
for Railways

Dated 17th January 1873
Recd 20.

K.

Regarding

reducing the speed

of trains upon the Southern

Extension.

P. M. 29/1/73.

At 7 March 1873 158

No. 732

P.R. 69473.
M. J. March 13 1887

Ordered that these papers be forwarded to the Government of India.

To the Comdg. Engrs. for Railways.
Despatched 4/5/73

N.L. No. 733a.

Copy of the above forwarded to the Govt. of India with a recommendation that as advocated by the ~~the~~ ^{the} ~~most~~ ^{Officers of the} ~~competent~~ ^{competent} to form an opinion, the proposed restriction of the speed of trains on narrow gauge Railways to 15 miles per hour may

WR

Genl. Southern of Ind. Ry.
Main Railway
their Street House

may be removed.

cmw

Respectfully,
1/5/70

and recommend
that the proposed restriction
of ~~the~~ speed to 15 miles
per hour may be removed.

11-158-59-60

may be removed.
Lms

C/2690

Govt. of 1873 Madras.
PUBLIC WORKS.

The Consulting Engs
for Railways
To the Secretary to the
Govt India.

Encl. 3

7/11/16 No. 732-733.

No. 158-159/160

and Engrs.