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. / B.P.—No. 204-205	1542 (Rly)	Press / ~~Mis.~~
Dated	11-6-1874	~~195~~ .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
11*th June* 1874.

No. 204. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 18th May 1874, No. 303 :—

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 15th May 1874, No. 5,527.

YOUR letter No. 221 of the 8th instant. An average speed of twenty miles an hour (which means a speed of from thirty to thirty-five miles an hour on favourable parts of the line) is maintained in working the mail trains on this Railway.

2. The increased cost of running these trains at the speed referred to cannot be ascribed to any imperfection of the line or stock. The line is daily run over at a speed of from thirty to thirty-five miles an hour, and I have occasionally run light special trains (such as His Excellency the Governor's train for instance) over it at a speed of from forty to fifty miles an hour for some portions of the trip. The locomotive stock has been sent out to perform certain work, which it is able to perform cheaply and efficiently. It is only when the engines are taken to do work which when they were being built the Company did not anticipate the stock would be called upon to perform, that the cost of working is increased. The stoppage of the mail train at every station is necessary when we have but one through train a day, or else a large number of passengers would be very much inconvenienced and put to extra expense in having to spend a night at Trichinopoly. I informed you in my letter No 4,970, of the 18th March 1873, that the average station stoppages on this line were every eighth mile, as compared with every fifteenth mile on the Madras Railway, North-West Line.

3. With respect to the rate of speed to be maintained for through trains when the conversion to the narrow gauge shall have been effected, I wish to refer you to my letters Nos. 4,830, of the 5th December 1872, and 5,167, of the 20th August 1873; but as within three months' time I expect to have a ballast train working over a portion of the southern extension, I would suggest that this question be deferred until we have had practical experience of the speed at which trains can be safely worked over the metre gauge.

SUBMITTED for the consideration of Government with reference to their Proceedings, dated the 29th ultimo, No. 1,105.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 205. ORDER THEREON, 11th June 1874, No. 1,542.

RAILWAY, No. 32.

ORDERED to be recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
11 Spare Copies.

No. 5527

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 15th May 1874.

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No 221 of the 8th Instant. An average speed of 20 miles an hour (which means a speed of from 30 to 35 miles an hour on favorable parts of the line) is maintained in working the mail trains on this railway.

The increased cost of running these trains at the speed referred to cannot be ascribed to any imperfection of the line or stock. The line is daily run over at a speed of from 30 to 35 miles an hour, and I have occasionally run light special trains (such as His Excellency the Governor's train, for instance) over it at a speed of from 40 to 50 miles an hour for some portions of the trip. The locomotive stock has been sent out to perform certain work which it is able to perform cheaply and efficiently. It is only when the engines are taken to do work which when they were being built the Company did

not

not anticipate the stock would be called upon to perform, that the cost of working is increased the stoppage of the mail train at every station is necessary when we have but one through train a day, or else a large number of passengers would be very much inconvenienced and put to extra expense in having to spend a night at Breckenridge. I informed you in my letter No 4971 of the 18th March 1873 that the average of seven stoppages on this line were every 8½ miles as compared with every 16 miles on the Missouri Pacific Railway Southwest line. I also referred to the rate of speed to be maintained for through trains when the conference to the narrow gauge shall have been effected, & wish to refer you to my letters Nos 4830 of the 5th December 1872, and 5167 of the 20th August 1873; but as within three months since I expect to have a ballast train working over a portion of the Southern extension I would suggest that this question be deferred until we have had practical experience of the speed at which trains can be safely worked over the middle gauge

I have the honor to be
Sir
Your most obedient Servant
William A. Bell
Agent

No. 303

SUBMITTED for the consideration of Government, with reference to their Proceedings dated ~~the~~ 29th ultimo, No 1105.

Mantriomt

Lt Col. R.E.,
Consg. Engineer for Railways.

CONSULTING ENGINEER'S OFFICE,
Madras, 18 May 1874.

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

303

From
The Agent
G.S.I.R.
To
The Consulting Engr.
for Railways
dated 15th
Recd 18th May 1874
No. 5527

Regarding the speed of trains

P.W. 2368/74
Pg. 7th June
L. 18 N. 284.

No. GREAT SOUTHERN OF INDIA RAILWAY.
AGENT'S OFFICE,
NEGAPATAM, 18

From
THE AGENT,
Great Southern of India Railway,

To

SIR,

P. W. 1874 Dept

RAILWAY DEPARTMENT.

1874 No: 2968

From

The ~~Chief Engineer~~ Consulting Engineer
for Railways,

To

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

Dated 18th May 1874

Received 19 May 1874

No. 303.

Submitting for the consideration of Govt a letter from the Agent G.I.P. Ry Co regarding the speed of trains

Recorded 1874

204–205

Cir 23/5/74 Rep 26/5/74
Noted to Collr 19 May 1874

To the Govt Engr & Supt Rys
Chief Engr's Office
18/5/74.

2962 1/

Govt. of {1874} Madras.

PUBLIC WORKS.

To No. Consg. Supt. for Mys.

Dated

Rect.

Ans. 11 June 1874. No. 1542

Nos 204-205

Speed of Trains

~~Endorsement~~ Endorsement with Consignor a letter from the Agent of the Great Sth of India Railway regarding the speed of trains, records &c-