

(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.	2373-44	Press
B.P. No.		Mis.
548-550		
Dated	21-8-1874	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21st August 1874.*

No. 548. Read the following letter 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, 29th July 1874, No. 449:—

With reference to paragraph 9 of letter from the Government of India, dated 12th June 1874, No. 1,294-R,* in which it is stated that "the maximum running speed on the Carnatic Railway is intended to be fifteen miles," I have the honor to point out that in my letter, dated 2nd September 1873, No. 459, I informed the Government that the whole of the narrow gauge lines in this Presidency will be fenced throughout, partly with iron wire and partly with live vegetable fencing. The limit of fifteen miles per hour has hitherto been understood to apply only to Railways which are unfenced; and in his Despatch, under date the 29th May 1873, the Secretary of State ruled that no stipulation of this nature should be made in the "amalgamation" contract, but that the matter should be left for arrangement between Government and the Agents.

2. Mr. Betts, in his letters marginally noted, proposed that the trains on the Great Southern of India Extension should be run on a time-table calculated throughout at a speed of not less than fourteen miles per hour, and that the maximum speed of through trains between stations should be fixed at twenty-five miles per hour, and that of the local trains at twenty miles per hour. Considering that the line will be provided with an efficient fence throughout, I am of opinion that the restriction to fifteen miles per hour is unnecessary, and recommend that the rates of speed proposed by the Agent be sanctioned.

3. I request that I may be favored with early orders on this point, as it affects the question of changing stations.

No. 549. ORDER THEREON, 21st August 1874, No. 2,373.

RAILWAY, No. 77.

ORDERED that the Government of India be addressed on this subject with a view to the intended restriction of fifteen miles per hour being withdrawn.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
Ed. T. O'Connor.
Spare Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 21st August 1874.

No. 550.

No. 2,374.

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. 78.

SIR,—Adverting to paragraph 9 of
your letter of the 12th June 1874, No.
1,294-E, in which it is stated that the

maximum running speed on the Carnatic Railway is intended to be fifteen miles
an hour, I am directed by His Excellency the Governor in Council to forward the
accompanying letter from the Consulting Engineer in which it is pointed out, that
having in view the fact that the Carnatic Railway will be fenced throughout its
entire length with either vegetable or live fence, the proposed restriction in regard
to speed appears to be unnecessary.

2. I am also to invite attention to the papers recorded with the Proceedings
of the Government of India of the 8th July 1873, No. 1,160-G-R, from which it
is observed, that the restricted speed of fifteen miles per hour is evidently intended
only to apply to those Railways which are unprovided with fencing suitable for
the exclusion of cattle. Under these circumstances, I am strongly to advocate
the proposals of the Agent of the Company that the time-table should be calculated
throughout at a speed of not less than fourteen miles an hour, the maximum
speed of through trains, between stations, being limited to twenty-five miles per
hour, and that of the local trains at twenty miles per hour.

I have the honor to be,

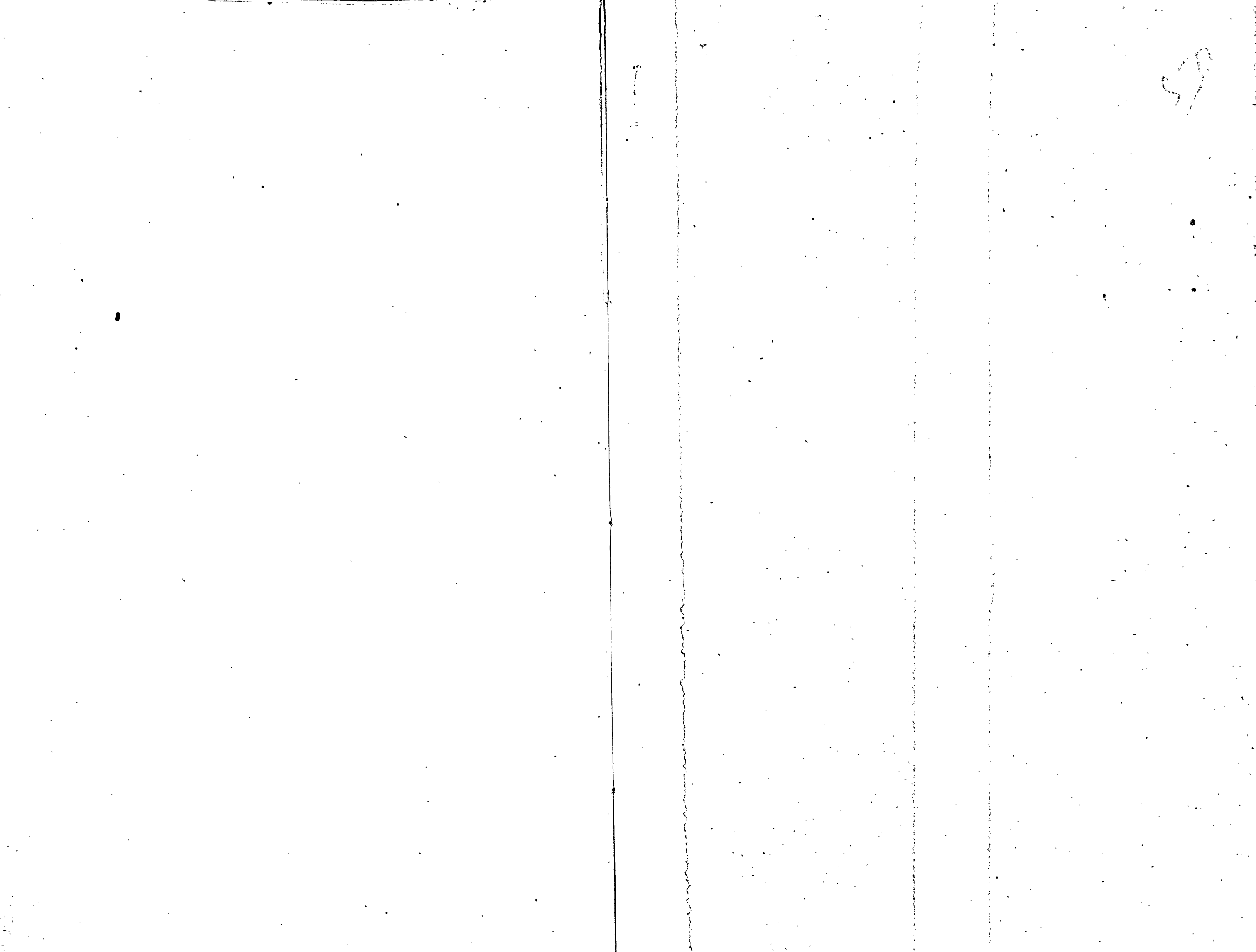
Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. T. O'Connor.

Spare Copies



Govt. of India
PUBLIC WORKS

To
THE SECRETARY TO THE GOVERNMENT
OF INDIA

Dated August 21st

Recd.

Encl.

G. O., 21st August 1874, No. 2374

AUGUST.
No. 550

RECOMMENDING the proposals of the
Agent of the Carnatic Railway regarding
the speed of trains on that line

Railway Department.

CONSULTING ENGINEER'S OFFICE

No. 449

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,

With reference to para-
graph 9 of letter from the
Government of India, dated 12.
June 1874, No. 1294-P, in
which it is stated that the
maximum running speed on
the Carnatic Railway is in-
tended to be 15 miles I have
the honour to point out that
in my letter dated 2nd September
1873, No. 459, I informed the
Government

* Embodied in
Pro. of Govt.
dated 13th July
1874 No. 1876.

357 Nov/74
22/8
20/1 9. 27/3

Gobt. of 1874
PUBLIC WORKS

To
THE SECRETARY TO THE GOVERNMENT
OF INDIA

Dated August 21st

Recd.

Encl.

G. O. 21st Aug. 1874. No. 2574

AUGUST.

No. 550

RECOMMENDING the proposals of the
Agent of the Carnatic Railway regarding
the speed of trains on that line

Railway Department.

CONSULTING ENGINEER'S OFFICE

No. 449

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,

With reference to para-
graph 9 of letter from the
Government of India, dated 12
June 1874, No. 294-B, in
which it is stated that the
maximum running speed on
the Carnatic Railway is in-
tended to be 15 miles I have
the honour to point out that
in my letter dated 2^d September
1873, No. 459, I informed the
Government

* Embodied in
Pro. of Govt.
dated 13th July
1874 No. 1876.

307 Nov/75
22/18
20/19 A 2719
26

Government that the whole of the narrow gauge lines in this Presidency will be fenced (throughout, partly with iron wire and partly with live vegetable fencing). The limit of 15 miles per hour has hitherto been understood to apply only to railways which are unfenced; and, in his despatch under date the 29th May 1873, the Secretary of State ruled that no stipulation of this nature should be made in the amalgamation contract, but that the matter should be left for arrangement between Government and the Agents.

Mr. Betts in his letters

Supp. dated 26 October 1872
4800 5. decr.
Embodied in Pro. of Govt.
dated 7 March 1873
No. 732.

107112

Letters marginally noted proposed that the trains on the Great Southern of India Extension should be run on a timetable calculated throughout at a speed of not less than 14 miles per hour, and that the maximum speed of through trains between stations should be fixed at 25 miles per hour, and that of the local trains at 20 miles per hour. Considering that the line will be provided with an efficient fence throughout, I am of opinion that the restriction to 15 miles per hour is unnecessary, and recommend that the rates of speed proposed by the Agent be sanctioned.

P. N. Dept.

Proceedings of the Madras Government
Read the following

From
The Cons^g Engr for
Railways } (H.E. No 449929th July 1874)

Ordered that the
Government of India
be addressed on this
subject with a view to
the intended restriction
of 15 miles per hour being
withdrawn -

To the Secy to the
Govt of India
Sir
Adverting to para 9

To the Secy to the Govt of India
1. Copy of despatch 27/8/74
8/1

I request that I
may be favoured with early
orders on this point as it
affects the question of chang-
ing stations.
I have the honour to be
Sir
Your most obedt. Servant

Madras
29 July 1874
Cons^g Engr for Railways
H. Coll R.B.

Requesting &
the Government with
early orders on the
subject of the
restriction of the
through train. See
note of the South
Indian Railway
No 2373-2188-74

Dated 29 July 1874
Recd 30 July 1874

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

From
The Consulting Engineer
for Railways,

G. M. 1874
P. W. Department
No: 21748

of your letter of the 12th
June 1874, no 1294E in
which it is stated that
the maximum running
speed on the Carnatic
Railway is intended to
be 15 miles an hour, I
am directed by His
Excellency the Governor
in Council to forward
the accompanying letter
from the Consulting Engi-
neer in which it is
pointed out, that having
in view the fact that
the Carnatic Railway
will be fenced throughout
its entire length with
either vegetable or live
fence, the proposed restriction

in regard to speed appears
to be unnecessary.

I am also to in-
vite attention to the papers
recorded with the Proceedings
of the Govt of India of the
8th July 1873 no 11604 R from
which it is observed,
that the restricted speed
of 15 miles per hour is evi-
dently intended only to
apply to those Railways
which are unprovided
with fencing suitable for
the exclusion of cattle.
Under these circumstances
I am strongly to advocate
the proposals of the Agent
of the Company that the
time table should be
calculated throughout

at a speed of not less than
14 miles an hour, the maxi-
-mum speed of through
trains, between stations,
being limited to 25 miles
per hour, and that of
the local trains at
20 miles per hour.

C.M.V.

Hon. R. B. Mason, Col.
Gen. S. B. Mendenhall
U. S. Army

P

The President
and
76

6 d. copies of
proceedings des 27/8/14.

548-550

Con 3/8/14, Ret 10/8/14

4748 ✓

Govt. of Madras.

PUBLIC WORKS.

To
The Comr. Engrs & Supts
of Public Works
Secy to Govt.

Dated

Recd.

Encl.

G. O. 21 Aug. 1874. No. 2873
2374

Nos. 568-550

Speed of trains

Ordered that the
Government of India be
addressed on the subject
of the speed of trains
on the Carnatic Railway

Recommending the
proposals of the Agent
of the Carnatic Railway
regarding the speed
of trains on that line

(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. *2375-76* Press
B.P. No. *1874* Misr

Dated *21-8*

1874
195-

Not to be folded or roughly handled