

(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.	2918	Press
B.P. No.		Mis.

Dated

13 - 10 -

2876
195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
13th October 1874.*

No. 309. 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, 23rd September 1874, No. 564:—

In compliance with the instructions conveyed in paragraph 3 of the Order of Government, dated the 17th August 1874, No. 2,270, and in continuation of my letter, dated the 25th idem, No. 509, I have the honor to enclose a letter* from the Agent of the Madras Railway Company giving cover to a report from the Chief Engineer with regard to the bridges over which it is desirable that the speed of inspection trains should be fixed at a limit below 45 miles an hour, the maximum now allowed for those trains. I have upon several occasions discussed this question with Mr. Going, and I concur in the recommendations made by him.

2. It will be seen that it is proposed to limit the speed over fifteen bridges in all. Of these seven are built upon screw piles, and in the case of these the maximum limit will be permanently maintained. In the case of six bridges, viz., over the Poiney, Goriattum, Palar, Naggery, Cheyaur, and Paupugnee rivers, it is intended that the maximum limit now named shall have temporary effect only, to be reconsidered in each case after the completion of the construction works in progress. In the case of the remaining two bridges, viz., over Cochrane's canal and over the Cauvery river, there are special circumstances which render it desirable that the speed should be limited.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 7th September 1874, No. 786.

With reference to paragraph 4 of your letter, No. 797, of the 25th ultimo, I have the honor to enclose you a copy of a letter from the Acting Chief Engineer, No. 592½, dated the 3rd instant.

From T. H. GOING, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 3rd September 1874, No. 592½.

With reference to your endorsement on Consulting Engineer's letter, No. 797, of 25th ultimo, forwarding copy of Proceedings of Government, under date 17th August 1874, No. 2,270, I am of opinion that there is no necessity for reducing the speed of inspection trains over any of the bridges of the Madras Railway below the limit now fixed by Government as the maximum speed for those trains, viz., 45 miles per hour, excepting those bridges over which the speed of all trains has been already limited for special reasons.

Proceedings of the Madras Government, Public Works Department,
13th October 1874.

2. The following is a list of these bridges, showing the limit of speed allowed and the reasons for limiting it, viz. :-

Position.	Description.	Limit of speed per hour.	Reasons for fixing a limit of speed.
	0 14 to 15	4-70 feet openings (Cochrane's canal)	20 Miles. This is the limit of speed between Central Station and Veyserpaudy. The bridge is on a curve.
South-West Line.	71 4 to 13	56-30 feet arches (Poincy) ...	4 "
	106 5 to 6	29-30 " " (Goriattum) ...	4 "
		14-30 and 5-63 feet openings (Palar).	4 "
		20-64 " 2-62 " " (Cauvery)	10 "
		5-70 feet openings ...	10 "
		3-70 " " " " " " " "	10 "
Bangalore Branch.		8-70 " " (Kuddlehoondy west section.)	10 "
Neilgherry Branch.		2-50 " " " " " " " "	10 "
North-West Line.	69 17 to 18	13-40 feet arches (Naggery)	4 "
		38-70 " openings (Cheyaur)	4 "
		20-70 " " (Paupugnee)	5 "
		40-70 " " (Chittravatty)	8 "

3. With reference to the Consulting Engineer's remarks that some of the "bridges" on which the maximum speed is fixed at ten miles per hour do not appear in the working "time-table," I beg to refer him to pages 84 and 85 of the time-table, dated 1st August 1874, where the necessary notification is given.

No. 310.

ORDER THEREON, 13th October 1874, No. 2,919.

RAILWAY, No. 43.

His Excellency the Governor in Council observes that the arrangements proposed for the regulation of the speed of inspection trains over particular bridges on the Madras Railway are quite satisfactory.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
Exd. E. C. Shunker.
Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 562

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 compliance with the instructions conveyed in paragraph 13 of the Order of Government dated the 17th August 1874, No. 2270, and in continuation of my letter dated the 25th idem, No. 509, I have the honour to enclose a letter from the Agent of the Madras Railway Company giving over to a report from the Chief Engineer with regard to the bridges over which it is desirable that the speed of inspection trains should be fixed at a limit of 40 miles an hour, the maximum now

allowed

No. 786-7th
September 1874.

allowed for those trains. I have
upon several occasions discussed this
question with Mr. Goins, and I concur
in the recommendations made by him.

2. It will be seen that it
is proposed to limit the speed over
fifteen bridges in all. Of these seven
are built upon screw piles, and in
the case of these the maximum limit
will be permanently maintained.
In the case of six bridges, namely,
over the Piney, Geriatum, Palau, Nag-
gery, Cheyau, and Paupagne rivers,
it is intended that the maximum
limits now named shall have tem-
porary effect only, to be reconsidered
in each case after the completion of
the construction works in progress.
In the case of the remaining two
bridges, namely, over Cochran's canal
and over the Lawery river, there
are

are special circumstances which render
it desirable that the speed should
be limited.

I have the honor to be
Sir

Your most obedient servant

Machias
23rd September
1874
R. J. H.

M. J. H.
Civil Engineer for Railways

It is believed that the
 following are the names of the
 persons who are expected to
 be present at the meeting.

AGENT AND MANAGER'S OFFICE.

all done in return for
the
L. 1000. 1. 1000. 1000. 1000.

A. B. Cramer Esq
Agent and Manager. of the A. B. C. Co.

Jas. J. Hall & Son Steamfitters, Etc.
Consulting Engineer for Railways.

With reference to paragraph 4 of
your letter of 797 of the 25th ult. I have
the honour to enclose upon a copy of a letter
from the Acting Chief Engineer of 592 1/2
dated the 3rd instant.

I have the honour to be
Sir

Your most Obedient Servant.

Ch. J. Schwan
et gent & alluages.

Dr. J. C. Smith

From Washington to
Henry. Reference
to Washington and
James our friends
on the 14th.

Ex. 100 No. 564
 Vol. 13: 23/13-13-74
 Can. 100 No. 564

Dated 23rd of Sept 1874
Recd. 24th

From *J. H. B. B. B. B.*
The Consulting Engineer
for Railways,
To The Secretary to Government,
P. W. Department,
Fort Saint George.

P. M. 1874. Defiant.
 Christy for the People
 RAILWAY DEPARTMENT.

at 592-2
 Madras Railway Company
 Chief Engineer's Office
 Madras 5. September 1874.

The Agent and Manager
 Dear Sir,

With reference to your endorsement on Consulting Engineer's letter at 797 of 25. ultimo forwarding copy of proceedings of Government under date 17th August 1874, at 2270, I am of opinion that there is no necessity for reducing the speed of Inspection trains over any of the Bridges of the Madras Railway below the limit now fixed by Government as the maximum speed for those trains, viz. 45 miles per hour, excepting those Bridges over which the speed of all trains has been already limited for special reasons.

2. The following is a list of these Bridges, showing the limit of speed allowed and the reasons for limiting it, viz.:-

Position

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

S. P. Richards 1874

Dated 7th September 1874
 Recd. 5. inst

No. 786.

Regarding the speed of Inspection trains over Bridges on the Madras Railway
 P.S. 2713 Oct 1/74
 at 13. 1. 309

951

Position	Description	Limit of speed per hour	Reasons for fixing a limit of speed
$\frac{14}{15}$ to $\frac{16}{15}$	4-70 feet openings (Cochran's Canal)	20 miles	This is the limit of speed between Central Station and Key West. The bridge is an overpass.
$\frac{17}{14}$ to $\frac{18}{13}$	56-30 feet arches (Poinery)	4 "	Protection works in progress.
$\frac{97}{9}$	29-30 " do (Goswami's)	4 "	do do do
$\frac{106}{5}$ to $\frac{6}{6}$	14-30 and 5-63 ft. openings (Pailar)	4 "	do do do
$\frac{241}{11}$	20-64 and 2-62 ft. " (Barreir)	10 "	The girder in the arch is the girder in the arch.
$\frac{587}{12}$	5-70 feet openings	10 "	On screw-pile piers
$\frac{395}{5}$	3-70 feet do	10 "	do do
$\frac{403}{11}$	8-70 feet do (Huddell's sections)	10 "	do do
$\frac{175}{16}$	2-50 feet do	10 "	do do
$\frac{305}{7}$	4-70 feet do	10 "	do do
$\frac{313}{12}$	4-70 feet do	10 "	do do
$\frac{57}{17}$ to $\frac{18}{18}$	13-40 feet arches (Naggers)	4 "	Protection works in progress
$\frac{135}{9}$	30-70 feet openings (Chergain)	4 "	Temporary structures
$\frac{175}{3}$	20-70 feet " (Pampouner)	5 "	Branch temporarily raised. When bridge has been removed, new bridge will be limited to 10 miles.
$\frac{211}{14}$	40-70 feet " (Chittimantley)	8 "	Permanent (also 10 miles).

3. With reference to the Consulting Engineer's remarks that some of the "Bridges" in which the maximum speed is fixed at 10 miles per hour do not appear in the working "Time Table" I beg to refer him to pages 84 and 85 of the Time Table dated 7th August 1874 where the necessary information is given.

Yours faithfully
 J. H. Faring
 Chief Engineer.

True Copy
 J. H. Faring
 Chief Engineer.

J. M. Davis
 2
 125. 713 Oct 1/74
 In B. A. 309

R-12
 O.H.K.
 Proceedings of the Madras East
 Read the following:-
 29/9
 From
 The Comptroller
 for Railways } (H. C. No. 564 of 23rd
 Sept 1/74.)

His Excellency the
 Governor in Council
 observes that the
 arrangements proposed
 for the regulation of the
 speed of inspection
 trains over particular
 bridges on the Madras
 Railway are quite
 satisfactory.

G.M.V.

30
 12 Comptroller for Ry
 V. Copies despatched 17/10/74.

[Faint handwritten notes at the bottom of the page]

309-310.

Ein 26/9/44 Ret. 2/10/44

6003 ✓

Govt. of Madras.
PUBLIC WORKS.

To

The Engineer-in-Chief

Dated

Recd.

Encl. 2

G. O. 13 Oct. 1914, No. 2919

Mem. 105-210

Speed of Inspection trains

Observing that the
arrangements proposed
for the regulation of the
speed of inspection trains
over particular bridges
on the Madras Ry are
quite satisfactory —

Recd 26/9/14 No. 2/10/14