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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	3074	Press
B.P. No.		Mis.
Dated	23-10-	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
23rd October 1874.*

No. 500. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 15th September 1874, No. 541 :—

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram Terminus, on Thursday, the 10th September 1874.

PRESENT :

Lieutenant W. H. COAKER, R.E., Deputy Consulting Engineer for Railways.
Mr. R. K. WILLIAMS, Officiating Examiner of Railway Accounts.
„ F. B. HANNA, Assistant to Chief Engineer, Madras Railway.
„ E. C. BOODLE, Acting Locomotive Superintendent, do.
„ H. E. CHURCH, Traffic Manager, do.
„ J. CRAMP, Chief Accountant, do.
„ R. B. ELWIN, Agent and Manager, do.

1. The under-mentioned applications for advances and payments on account of "Capital" and "Revenue," submitted by the Chief Accountant, were passed :—

Madras Railway—Capital.

		RS.	A.	P.
Locomotive Muster Roll	June 1874	6,413	0	11
Construction and Maintenance as per statement	" "	23,214	10	5
Salaries—				
General Management, including Police	July 1874	836	0	10
Telegraph Department	" "	0	12	8
General Superintendence	" "	183	10	7
Locomotive Department	" "	419	8	9
Madras Division	" "	113	4	7
Second Division, South-West Line	" "	8	8	10
Third do., do.	" "	52	12	0
Fourth do., do.	" "	219	1	4
First do., North-West Line... ..	" "	10	11	0
Second do., do.	" "	10	10	3
Third do., do.	" "	52	1	2
Huggry Bridge	" "	786	8	0
Protective Works to Bridges	" "	952	1	5
Abstract of stores purchased	Aug. "	55,757	5	8
		89,030	12	5

Madras Railway—Revenue.

Locomotive Muster Roll	June 1874	37,664	13	9
Construction and Maintenance as per statement	" "	51,707	2	19
Salaries—				
General Management, including Police	July 1874	18,474	12	2
Telegraph Department	" "	4,916	3	6
General Superintendence	" "	6,360	0	1
Traffic Department	" "	36,218	10	0
Locomotive Department	" "	12,188	11	1
Madras Division	" "	1,837	5	10
Second Division, South-West Line	" "	1,929	5	4
Third do., do.	" "	1,587	13	2
Fourth do., do.	" "	1,498	4	10
First do., North-West Line... ..	" "	886	4	10
Second do., do.	" "	1,092	9	3
Third do., do.	" "	1,616	1	0

Proceedings of the Madras Government, Public Works Department,
23rd October 1874.

Cheysur Bridge Suspense Account, Revenue	July 1874	Rs. 10 7
Contingencies—		
General Management		3,100 8 11
Traffic Department		1,773 4 2
		1,50,000 0 0

2. An application for the following cash advances for the month of September 1874 was submitted to the Consulting Engineer with the Agent and Manager letter, No. 787, dated the 7th September 1874—

	Capital	Revenue	Total
Cash balance on 1st July 1874	Rs. 1,11,127 7 7	Rs. 61,700 2 1	Rs. 1,72,827 9 8
Amount received in " "	92,267 3 2	1,50,000 0 0	2,42,267 3 2
Total	2,03,394 10 9	2,11,700 2 1	4,15,094 13 0
Amount actually expended in July 1874	1,13,127 13 10	1,59,403 1 3	2,72,530 14 1
Balance in hand on 1st August 1874	90,267 12 11	23,297 0 10	1,13,564 12 9
Estimated expenditure in August 1874	1,50,850 3 6	1,53,000 0 0	3,03,850 3 6
Total	2,47,115 2 5	2,09,297 0 10	4,56,412 3 5
Estimated balance on 1st Sept. 1874	1,54,160 4 11	1,91,412 11 10	3,45,572 6 1
Amount now applied for	Cr. 1,32,011 13 6	Cr. 13,507 3 0	Cr. 1,45,518 16 6
	1,50,000 0 0	1,95,000 0 0	3,45,000 0 0

3. It is requested that credit may be afforded on the following Treasury—

	Capital	Revenue	Total
Bank of Madras	Rs. 1,00,000	Rs. 1,95,000	Rs. 2,95,000

4. The Proceedings of Government, dated the 14th of August 1874, No. 2,243, on the subject of cattle run over by trains on the Madras and Great Southern of India Railways were read to the Committee, and the matter was considered with a view to the adoption of such further preventive measures as it may be possible to suggest.

After discussion it was agreed that the most effective method of preventing this source of danger that the Committee can suggest is that measures be adopted for rendering more certain the finding out and conviction of the owners of trespassing cattle. With this object it was determined that the Railway Inspectors shall, if the suggestion is approved by the Government, be instructed that when any animal is found trespassing on the line they are to proceed to the nearest officer exercising the powers of a Magistrate, and report the matter to him in view to the owner being found and prosecuted, the Railway Company appearing as prosecutors. It was observed that out of the 21 cases of cattle trespass on the

Proceedings of the Madras Government, Public Works Department,
23rd October 1874.

Madras Railway, referred to in the statement submitted to Government, only in three cases were the owners discovered, and that out of 37 cases that occurred on the two Railways, only five owners were discovered.

5. Read letter from the Acting Chief Engineer, No. 599, dated the 7th September 1874, stating that in consequence of the additional work in his office, occasioned by his having been called upon to furnish tracings of land at stations to be restored to Government, sections of all the platforms, and copies of a new survey of the line, he is obliged to apply for authority to employ an extra Draughtsman at Rupees 15 per mensem. Mr. Going's application was sanctioned subject to the approval of Government.

6. Authority was given for the purchase for the Engineering Department of a quantity not to exceed 350 cubic feet of teak scantling, at Rupees 1-12-0 per cubic foot.

7. With reference to Minute No. 4 of the Meeting of the Committee held on the 6th of July 1871, the Agent and Manager submitted an estimate of the value of a drilling machine which is now in use in the Terminal Workshop, Madras, and remains on the Chief Engineer's stock at a money value of Rupees 736.

Authority was given, subject to the approval of Government, to write off that amount to Capital under the heading "Plant."

(Signed) W. H. COAKER, Lieutenant, R.E.,
Deputy Consulting Engineer for Railways.

(Signed) R. B. ELWIN,
Agent and Manager, Madras Railway.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 2nd September 1874, No. 76.

Your letter No. 118 of the 21st instant. Every exertion has been and will continue to be used to prevent accidents arising through cattle straying on the railway. Over a length of 166 miles we employ 165 watchmen and gatemen at a cost of about Rupees 800 per mensem. During last half-year the number of convictions for trespass averaged twenty per mensem, of which particulars will be found in the monthly punishment lists sent to your office. Our watchmen sometimes fail in their duty, and in every case of ascertained failure they are fined.

2. The most effectual way to guard against cattle being run over by railway trains is to prevent cattle straying. I respectfully submit that the Railway Authorities should not alone be held responsible for that duty.

3. Under Clause 20 of Act XVIII. of 1854, it was compulsory (failure entailing a fine of Rupees 50 per diem) upon a Railway Company to erect and maintain good and efficient fences to keep cattle from straying on the line.

4. But this clause was amended (see Act XXV. of 1871), and it is no longer compulsory upon a Railway Company to provide fences; on the State Railways, as you are aware, no fences are to be provided except in the neighbourhood of large towns.

5. A short time prior to this revision of the Railway Act being agreed to, the Cattle Trespass Act (No. I. of 1871) received the assent of His Excellency the Governor-General. Under the provisions of that Act (Clause 11) "persons in charge of public roads * * and officers of Police may seize * * any cattle * * found straying thereon, and shall take them without unnecessary delay to the nearest pound."

6. Does not this show that we have a remedy at hand, which if called into use would prove the most effectual barrier against cattle getting under railway trains and proving a constant source of danger to the travelling public. Practically the Police or public watchmen at present do nothing to put a stop to cattle trespass, and the Railway watchmen receive no assistance in putting down the evil.

*Proceedings of the Madras Government, Public Works Department,
23rd October 1874.*

From the same Officer, dated Negapatam, 9th September 1874, No. 99.

Your No. 156 of the 4th instant. My letter of the 2nd idem appears to have been misunderstood. I do not complain of the Police neglecting to assist the Railway servants in impounding cattle which have trespassed on the railway; but what I intended to convey is that the cattle should be impounded *before* they stray on the railway. The railway servants have no authority to seize cattle straying along a public way, but the Cattle Trespass Act (No. I. of 1871) does invest the Police with such power. Our people have to wait until they see the cattle within the railway fence before they can act.

2. I shall feel obliged if you will submit these remarks to Government with my former letter.

SUBMITTED for the approval of Government.

2. Paragraph 4 refers to the Order of Government, under date 14th August 1874, No. 2,243, in which His Excellency the Governor in Council holds the Railway Companies responsible for the frequency of cattle accidents, and directs that such remedial measures may be proposed as can be adopted.

3. This subject was discussed at a meeting held on the 14th February 1870, when a decided opinion was expressed that the majority of the cases of trespass arise from cattle being driven wilfully on to the line (either with or without the connivance of the watchman) for the purpose of grazing on the slopes of the embankments. Such measures as are within the power of the Company were then adopted, and every endeavour has since been made to carry them out. In all cases in which watchmen have been proved to be guilty of negligence they have been punished departmentally, and also prosecuted before a Magistrate for neglect of duty. The results, however, have not been so successful as could be desired owing to the difficulty of discovering the owners of cattle run over.

4. Out of the thirty-seven cases entered in the last quarterly statement, the Railway Authorities were able to discover the owners in five only. The loss of cattle must be well known to the villagers, though they do not willingly give up the names of the owners, and there can be no doubt that the headmen of the villages could in all cases obtain this information if they would consider it a part of their duty, and act up to it. What is now asked is that on a Magistrate receiving from the Permanent-way Inspector a report of cattle trespassing on the line, it shall be his duty to issue such orders to the headmen of the village to which the cattle belong as shall ensure the discovery of the owner, who will then be prosecuted by the Railway Authorities. By prompt action the owners, who are the prime agents, will be reached in all cases, and by the infliction of adequate punishments it may be predicted that in a short time they will cease to offer bribes to the railway watchmen.

5. The importance of the subject is fully recognized, but the Railway Authorities have up to the present time been unable to put a stop to wilful trespass. In addition to the danger to passengers which arises from trains running over cattle, considerable loss results from the damage to permanent-way through vehicles leaving the rails. In the accident at the 160th mile, Bangalore Branch, on the 2nd February last, the value of permanent-way materials destroyed amounted to Rupees 685, and in the accident

*Proceedings of the Madras Government, Public Works Department,
23rd October 1874.*

Orders of Government (Miscellaneous), Nos. 156 and 158, dated 19th August 1874.

on the 4th August, near the Royalcherroo station, North-West Line, to Rs. 1,723.

To these sums must be added the cost of labor in effecting repairs, the injury done to rolling stock, and the loss arising from stoppage of traffic.

6. On the same subject two letters* from the Agent, South Indian Railway, are enclosed. Mr. Betts states that if all cattle found straying on the public roads

* Nos. 76 and 90, 2nd and 9th Sept. 1874. were impounded under the Cattle Trespass Act, they would not be able to trespass on the railway, and he respectfully submits that the Railway Authorities should not altogether be held responsible for this duty.

7. Fences along lines of railway are not now compulsory; all cattle found straying on an unfenced line can be dealt with under the Cattle Trespass Act, but when a line is provided with "fences suitable for the exclusion of cattle" the owner of any cattle trespassing is liable under Section XIX. of Act XXV. of 1871 to a fine of Rupees 10 for each animal in addition to any amount that may be recovered under the Cattle Trespass Act. If the provisions of the latter Act were fully carried out, all cattle that were actually straying would be impounded before reaching the railway. This would not, however, provide for cases of wilful trespass, and it is for the prevention of these that the proposals now made by the Madras Railway Authorities are intended.

8. I trust that Government will approve of these proposals, and that the necessary instructions for giving them effect may be issued in the departments concerned.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for Consulting Engineer for Railways.

ORDER THEREON, 23rd October 1874, No. 3,014.

No. 501.

RAILWAY, No. 72.

HIS Excellency the Governor in Council observes with reference to the subject of cattle trespass on Railways,

brought forward in these minutes, that the proposals made are impracticable. The Railway Authorities must look to the efficiency of their fences for the exclusion of cattle, and to cow-catchers for the prevention of accidents from cattle trespassing on the line. It would appear that the risk of destruction of their cattle should somewhat tend to discourage in the owners wanton trespass on Railway property.

2. The other minutes are approved.
(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
Exd. S. T. Austin.
Spare Copies

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram
Terminus, on *Thursday the 10th September 1874.*

PRESENT.

*Present: Mr. H. H. Coaker, R.E. Dy. Cons. Engineer for Ry.
Mr. R. H. Williams, Offg. Examiners of Railway Accounts
Mr. L. B. Hanna, Asst. to Chief Engineer, Madras Railway
Mr. C. B. Doodle, Dy. Locomotive Superintendent—
Mr. H. C. Church, Traffic Manager—
Mr. J. Cramp, Chief Accountant—
Mr. C. B. Elwin, Agent and Manager—*

1. The undermentioned applications for
advances and payments on account of Capital
and Revenue submitted by the Chief Accountant
were passed.

Madras Railway - Capital.

Locomotive Muster Roll - Janv 1874 -	Rs	as	p
	6,413.	0.	11
Construction and Maintenance as per statement	Rs	as	p
	23,214.	10.	5
Salaries - General Management including Police	Rs	as	p
	836.	0.	10
Telegraph Department	Rs	as	p
	0.	12.	8
General Superintendence	Rs	as	p
	183.	10.	7
Carried over -	30,648.	3.	5

		Brought over -	30,648. 3. 5
Salaries - Locomotive Department -	July 1874 -	419. 8. 9	
do Madras Division -	do -	113. 4. 7	
do 2 ^d Division, S. N. Line -	do -	8. 8. 10	
do 3 ^d do do do -	do -	52. 12. 0	
do 4 th do do do -	do -	219. 1. 4	
do 1 st do S. N. Line -	do -	10. 11. 0	
do 2 ^d do do do -	do -	10. 10. 3	
do 3 ^d do do do -	do -	52. 1. 2	
do Hugging Bridges -	do -	786. 8. 0	
do Protective Works to Bridges -	do -	952. 1. 5	
Abstract of Stores purchased -	Augt 74 -	55757. 5. 8	
		89,030. 12. 5	

Madras Railway Revenue.

Locomotive Mater. Roll -	June 1874 -	37,664. 13. 9	
Construction and Maintenance	refer statement } do -	51,707. 2. 10	
Salaries - General Management including Police		18,474. 12. 2	
do Telegraph Department -	do -	4,916. 3. 6	
do General Superintendence -	do -	6,360. 0. 1	
do Traffic Department -	do -	36,218. 10. 0	
do Locomotive Department -	do -	12,188. 11. 1	
do Madras Division -	do -	1837. 5. 10	
do 2 ^d Division, S. N. Line -	do -	1,929. 5. 4	
do 3 ^d do do do -	do -	1,587. 13. 2	
do 4 th do do do -	do -	14,98. 4. 10	
do 1 st do S. N. Line -	do -	886. 4. 10	
do 2 ^d do do do -	do -	1,092. 9. 3	
do 3 ^d do do do -	do -	1,616. 1. 0	

Brought over - 177,978. 1. 8

Rs. as Rs.
Brought over 177978. 1. 8

Salaries - Cherpoir Bridge -	}	July 1874 —	6,178. 10. 7
Expense account			
Revenue			
Contingencies - General Management — Rs.			3,450. 8. 11
— Rs. Traffic Department — Rs.			1,773. 8. 2
			1,89,380. 13. 4

2. An application for the following Cash advances for the month of September 1874 was submitted to the Consulting Engineers with the agent and managers letter No 787 dated the 7th September 1874.

	Capital			Revenue			Total		
	Rs.	as	Ps.	Rs.	as	Ps.	Rs.	as	Ps.
Cash balance on 1 st July 1874 —	114,157	7	7	61,700	2		1,75,857	9	8
Amount received in July —	95,267	3	2	150,000			2,45,267	3	2
Total	209,424	10	9	2,11,700	2		4,21,124	12	10
Amount actually expended in July/74	113,129	13	10	1,88,443	1		3,01,572	15	1
Balance in hand on 1 st Augt —	96,294	12	11	23,257		18	1,19,551	13	9
Amount received for Augt —	1,50,850	5	6	1,85,000			3,35,850	5	6
Total	2,47,145	2	5	2,08,257		10	4,55,402	3	3
Estimated expenditure in Augt/74	108,100	4	11	1,94,449	11	11	3,02,550		9
Estimated balance on 1 st Sept.	1,39,044	13	6	13,807		5	1,52,852		2
Amount now applied for —	1,00,000			1,95,000			2,95,000		

3. It is requested that credit may be afforded on the following Treasury.

Capital	Revenue	Total
Rs.	Rs.	Rs.
1,00,000-0-0	1,95,000-0-0	2,95,000-0-0

Bank of Madras

4. The Proceedings of Government dated the 14th of August 1874, No 2243, on the subject of Cattle run over by trains on the Madras and Great Southern of India Railways, were read to the Committee, and the matter was considered with a view to the adoption of such further preventive measures as may be possible to suggest.

After discussion it was agreed that the most effective method of preventing this source of danger that the Committee can suggest, is that measures be adopted for rendering more certain the finding out and conviction of the owners of trespassing cattle. With this object it was determined that the Railway Inspector shall, if the suggestion is approved by the Government, be instructed that when any animal is found trespassing on the line they are to proceed to the nearest Officer exercising the powers of a Magistrate, and report the matter to him in view to the owner being found and prosecuted, the Railway Company appearing as prosecutors. It was observed that out of the 21 cases of Cattle trespass on the Madras Railway referred to in the statement submitted to Government only in 3 cases were the owners discovered, and that out of 37 cases that occurred on the two Railways, only 5 owners were discovered.

5. Read letter from the Acting Chief Engineer No 599 dated the 7th September 1874 stating that in consequence of the additional work in his Office occasioned by his having

15 5
been called upon to furnish tracings of land
at stations to be returned to Government, sections
of all the platforms, and copies of a new survey
of the line, he is obliged to apply for authority
to employ an extra draughtsman at Rs 10
per mensem. Mr Parag's application was sanc-
tioned subject to the approval of Government.

6. Authority was given for the purchase
for the Engineering Department of a quantity
not to exceed 300 Cubic feet of Teak scantling
at Rs 1.12.0 per Cubic foot.

7. With reference to Minutes No. 4 of the
meeting of the Committee held on the 6th of July
1871, the Agent and Manager submitted an
estimate of the value of a Drilling Machine
which is now in use in the Terminal Workshop
Madras, and remains on the Chief Engineer's
Stock at a money value of Rupees 736-
Authority was given subject to the approval
of Government to write off that amount to
Capital under the heading "Plant".

W. S. S. S.

Deputy Consulting Engineer
for Railways

per Mr. S. S. S. S.
Agent and Manager,
Madras Railway.

17 6
SOUTH INDIAN RAILWAY.

Agent's Office.

Negapatam, 2nd September 1876.

AGENT,

South Indian Railway,

CONSULTING ENGINEER

for Railways,

MADRAS.

Your letter No 118 of the 21st instant, having
been received, and will continue to be, need,
prevent accidents arising through cattle straying
on the railway. Over a length of 166 miles we
employ 165 watchmen and gatekeepers, at a cost
of about Rs 800 per mensem. During last half-year
number of convictions for trespass averaged
as mensem, of which particulars will be found
in monthly punishment lists sent to you.
Our watchmen sometimes fail in their
duty, and in every case of ascertained failure
are fined.

The most effectual way to guard against
being run over by railway trains is to
prevent cattle straying. Respectfully submit
that the Railway Authorities should not alone
be responsible for that duty.

Under clause 20 of Act XVIII of 1857 it was
proposed / failure incurring a fine of Rs 50
per annum / upon a Railway Company to erect
and

Ms. 3223 Co. 1/4
3/4
Ms. 3223 Co. 1/4
3/4
Ms. 3223 Co. 1/4
3/4

and maintain good and efficient fences, to keep cattle from straying on the line.

But this clause was amended (see Act XXX of 1871) and it is no longer compulsory upon a Railway Company to provide fences: on the State Railways as you are aware no fences are to be provided except in the neighbourhood of large towns.

A short time prior to this revision of the Railway Act being agreed to, the Cattle Trespass Act (No 1 of 1871) received the assent of His Excellency the Governor General. Under the provisions of that Act (clause 11) "persons in charge of public roads xx and officers of Police may seize xx any cattle xx found straying thereon, and shall take them without unnecessary delay to the nearest pound."

Does not this show that we have a remedy at hand which if called into use would prove the most effectual barrier against cattle getting under railway trains and proving a constant source of danger to the travelling public. Practically the Police or public watchmen at present do nothing to put a stop to cattle trespass, and the railway watchmen receive no assistance in putting down the evil.

I have the honour to be
Sir

Yours most obedient servant
William A. B. M.
Agent

No. 90

SOUTH INDIAN RAILWAY.

Agent's Office.

Negapatam, 9th September 1876

From

THE AGENT,

South Indian Railway.

To

THE CONSULTING ENGINEER

for Railways.

MADRAS.

Sir

Your No 156 of the 21st Instant. My letter of the 2nd item appears to have been misunderstood. I do not complain of the Police neglecting to assist the Railway servants in impounding cattle which have trespassed on the railway; but what I intended to convey is that the cattle should be impounded before they stray on the railway. The railway servants have no authority to seize cattle straying along a public way; but the Cattle Trespass Act (Act of 1871) does invest the Police with such power. Our people have to wait until they see the cattle within the railway fence before they can act.

I shall feel obliged if you will submit these remarks to Government with my former letter.

I have the honour to be

Sir
Your most obedient servant
William Pitt
Agent

To

Mr. (Agent)

V. V. M.

To
The Consulting Engineer
for Railways

Attested by
Dated 11.9.76

W. V. M.

By the Agent
Cattle Trespass Act

Per 23 Oct/76

Per 15.11.76

1/11/76

23
Railway Department Com. Engineer's office.

... and all of the ...
No 541

... Submitted for the
approval of Government.

2. ... Paragraph 4 refers to

the Order of Government under date
14 August, 1874, No 2243, in which

His Excellency the Governor and

Council holds the Railway Company
responsible for the frequency of

cattle accidents, and directs that

such remedial measures may be
proposed as can be adopted.

3. This subject was discussed at a
meeting held on the 14 February

1870, when a decided opinion was

expressed that the majority of the

cases of trespass arise from cattle being
driven

Pro. of Govt.
No 921-1 April
1870.

29
The Com. Engineer
of the Railway
for the Railway

Dated 9th March 1870
No 90

Regarding cattle
trespass on the line.

Ms 5832
2/74
Ms 923 Oct 74
In B. A. 502

driven wilfully on to the line -
either with or without the connivance of the watchman, for the purpose of grazing on the slopes of the embankments. Such measures as are within the power of the Company were then adopted, and every endeavour has since been made to carry them out. In all cases in which watchmen have been proved to be guilty of negligence, they have been punished departmentally, and also prosecuted before a Magistrate for neglect of duty. The results however have not been so successful as could be desired owing to the difficulty of discovering the owners

of cattle run over.
4. Out of the 34 cases entered in the last quarterly statement, the Railway Authorities were able to discover the owners in five only. The loss of cattle must be well known to the villagers though they do not willingly give up the names of the owners, and there can be no doubt that the headmen of the villages could in all cases obtain this information if they would consider it a part of their duty, and act up to it. What is now asked is that on a Magistrate receiving from the Permanent Way Inspector a report of cattle trespassing on the line, it shall be his duty to issue such orders to the headmen of the village to which the cattle belong

driven wilfully on to the line -
either with or without the connivance of the watchman, for the purpose of grazing on the slopes of the embankments. Such measures as were within the power of the Company were then adopted, and every endeavour has since been made to carry them out. In all cases in which watchmen have been proved to be guilty of negligence, they have been punished departmentally, and also prosecuted before a Magistrate for neglect of duty. The results however have not been so successful as could be desired owing to the difficulty of discovering the owners

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belong as shall ensure the discovery
of the owner, who will then be pro-
secuted by the Railway Authorities.

By prompt action, the owners, who
are the prime agents, will be
reached in all cases, and by the
infliction of adequate punishments,
it may be predicted that in a
short time they will cease to offer
tribes to the railway watchmen.

The importance of the
subject is fully recognised, but the
Railway Authorities have up to
the present time been unable to
put a stop to misfeasant trespasses. In
addition to the danger to passengers
which arises from trains running
over cattle, considerable loss results from
the

Pro. of Govt.
No 1212 d/
6 May, 1874

Orders of Govt.
18 May / Nos 156 &
158 d / 19 Aug 74.

Nos 46 & 90

2 & 9 Sept. 74.

the damage to permanent way through
vehicles leaving the rails. In the
accident at the 160 mile, Bangalore
branch, on the 2^d February last, the
value of permanent way materials
destroyed amounted to Rs 685, and in
the accident on the 4th August, near
the Royalecheruvu station, North-west
line, to Rs 1,723. To these sums
must be added the cost of labour in
effecting repairs, the injury done to
rolling stock, and the loss arising
from stoppage of traffic.

On the same subject
two letters from the Agent South
Indian Railway are enclosed.
Mr. Betts states that if all cattle found
straying on the public roads were
impounded

improunded under the Cattle Trespass Act; they would not be able to trespass on the railway, and he respectfully submits that the Railway Authorities should not altogether be held responsible for this duty.

Fences along lines of railway are not now compulsory: all cattle found straying on an unfenced line can be dealt with under the Cattle Trespass Act, but when a line is provided with fences suitable for the exclusion of cattle the owner of any cattle trespassing is liable under Section XIX of Act XXV of 1871, to a fine of Rs 10 for each animal in addition to any amount that

that may be recovered under the Cattle Trespass Act. If the provisions of the latter Act were fully carried out, all cattle that were actually straying would be improunded before reaching the railway. This would not, however, provide for cases of wilful trespass, and it is for the prevention of these that the proposals now made by the Madras Railway Authorities are intended.

8. I trust that Government will approve of these proposals and that the necessary instructions for giving them effect may be issued in the departments concerned.

Madras
15 September
1874
Sd/-
Bent

W. Cooper Lt. Col.
for Comr. Engineer for Railways

Am 10. 10. 1871

60-5614-23-10-74

in North Dept. is
No: 5832
done

Autographs
Dec 16 1874

4-3-74
No 541

Standing with
Hearts entwined
in a silence

upon the subject
peaceful relations

on the distance

of Machine & Tool

James
O'Connell - 23-10-74

W. L. G. W.

S.C.H.C. 13
Proceedings of the Board of
Read the following:
Engineers } (H.E. Vol. 541 of 15th Sept 1774
for Regt

304
His Excellency the Governor in Council observed with reference to the subject of Cattle trespass on Railways brought forward in these Minutes that the proposals made are impracticable. The Railway authorities ^{must look to} should ~~rely on~~ the efficiency of their fences for the exclusion of Cattle and ~~in cases where fences are~~

~~authorized~~ ~~the~~ ~~dis-~~
~~posed~~ ~~with~~ ~~recourse~~
~~should~~ ~~be~~ ~~had~~ ~~to~~ ~~law~~
Catchers for the preven-
tion of accidents
from Cattle ~~straying~~ ^{trespassing}
on the line. It would
appear that the risk
of destruction of their
Cattle should somewhat
tend to discourage
in the owners wanton
trespass on Railway
property.

The other minutes
are approved.

C.M.W.

500-501

Gen 7/10/14 Recd 9/10/14

Lo. Cane/Eng for Ryo
1. Copies despatched 2/11/14.

S.H.L.

Letter from Consulting Engineer for
Railways No. 541, dated 13th Sept 14.

Cattle trespasses occur
generally either through for orders
neglect or misfeasance of
Railway Employes - Carelessness
or bribery. The proposals are:-

- Circulated for
orders with reference
to notes of members
of Government on
the original draft
of the order to which
exception is taken.
- (1) to force Heads of Villages
to produce evidence of
identification of the bullock
killed in an accident, sufficient
to enable prosecution, and
 - (2) to enforce general impounding
in order that strays may
not be able to reach the lines.

The latter measure is
impracticable and would lead
to much apprehension. There is no
law by which the responsibility
proposed in the first can be
imposed on, or enforced against
Heads of Villages. I deplore
prescribing a duty of this kind
formally on the incumbents,
Village Officers. The measures
would prove ineffective under
any circumstances, for the
Village Head would merely report
that the animal is unknown
& must have come from
adjacent Village. 26/9.

M. Walker S.H.L.
Secretary to Government

Leir 25/9/14

*The [unclear] are [unclear]
[unclear] - which [unclear]
[unclear] - [unclear]*

[The page contains extremely faint, illegible handwriting throughout.]

5832

Govt. of 1874 Madras:

PUBLIC WORKS.


The Consulting Engineer
for Railways

Dated

Encl.

Encl. 3

G. O. 23rd Feb. No. 3014.

U.

For S.D. & S.D.

Minutes of Meeting
1st Feb. 1874

Approval of Minutes
of Meeting held on the
1st Feb/74 and passing
resolutions on the subject of
Railway trespass on
Railways -

Recd 25/9/74