

(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.	2692	Press
B.P. No.		Mis.
Dated	21-8-	195
		6874

Not to be folded or roughly handled

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 509

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,

N^o 2270.

With reference to the
Order of Government under date
17th August, 1874, I have the
honour to report that a copy has
been sent to the Agent and Manager,
Madras Railway, for communi-
cation to his Board of Directors.

2 In regard to para-
graph 3 of this Order I beg
to state that the speed of all
trains over the Paupigne bridge
since its temporary restoration
has been limited to five (5) miles
per

per hour as reported in my letter of 23^d June, 1874, N^o 364. Special regulations for conducting the traffic over this bridge have also been issued, and these are printed at page 128 of the latest working time-table, of which three copies are herewith sent.

3 After a discussion with the Railway Authorities on the circumstances of the recent accident it was considered advisable to limit the speed of trains over all bridges on the Madras Railway which are composed of wrought iron girders on screw pile piers, and the maximum speed has since been fixed at ten (10) miles per hour. A much higher speed is undoubtedly safe, but as the tendency of drivers is to exceed the

the speed to which they are limited, it has been considered desirable to place the limit low, and I presume the Government will have no objection to the substitution of ten miles per hour for the rate of fifteen miles per hour laid down in their Order.

4 A list of all bridges of any size or of peculiar construction on the Madras Railway will be prepared, and reasons assigned for the maximum safe speed recommended in each case.

5 A reference has been made to the Agent of the South Indian Railway regarding the speed of inspection trains on that line, and his reply shall be submitted to Government on its receipt.

It is presumed that
arrangements will be made in the
Judicial Department for taking
the statement of Driver Low,
who, I believe, has nearly recovered.

I have the honour to be,

Sir,
Your most Obedt. Servant,

Wm. Conder Secy. R.E.

Madras
25 Aug 1874

For the Genl. for Railway

Wm. Conder
Secy. R.E.

Replied to Secy
of the R.E. on 25 Aug 1874
The Secy. to Government,
P. W. Department,
Fort Saint George,
Madras.

No. 599

Dated 25 August 1874.
Recd. 26 August 1874.

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

From
The Consulting Engineer
for Railways,

P. W. 1874
No. 5364
RAILWAY DEPARTMENT.

Proceedings of the Madras Road
Read the following
from the Genl. Engineer
for Railways } (H.E. No. 599 of 25 Aug 1874)
2692

It is observed that
the speed of all trains
passing over the Pann
fuznee bridge since
its temporary resto-
ration after the re-
cent accident has
been restricted to 5 miles
per hour, and that
the maximum speed
of trains over all
bridges on the Madras
Railway composed
of wrought iron
girders on screw
pile

Wm. Conder
Secy. R.E.

pile fire, has been
limited to 10 miles per
hour instead of 15
miles as directed in
para 3 of G.O. No 207,
dated 17th August 1874.

These arrangements are
approved as well as
the special regulations
issued for the future
protection of the
Paupune Bridge.

The list of bridges
referred to in para 4
as well as the result
of the reference noticed
in para 5 will be awaited.

Paragraph 6 of the
Comptroller's letter
will receive considera-
tion in the Judicial
Department.

Cir 9/9/74 G.M.W.
475-476

40
Comptroller for Ry.
Judicial Dept.
S. C. P. 29/9/74

5364

Govt. of (1874) Madras.

PUBLIC WORKS.

To

The Comptroller
for
Railways

Dated

Recd.

Encl.

G. O. 21 Sept. 1874, No.

2792

Nos.

45-46

Speed of Trains

Passing orders on a
letter from the Comptroller
for Railways reporting
upon the speed of trains
passing over certain
Bridges on the Madras
Railway —