ocal & Munl. (1895) Department.

MISCELLANEOUS.

G.O., No. 629 M

DATED 8th April 1895

[Despatch Abstract.]

Electric Tramways, Madras.

Requesting the Consulting Engineer for Railways to report whether communicationd by the existing Government telephone and telegraph lines has, in the construction of the tramway, been safeguarded as provided in the rules made under the Electricity Act.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G O.	No.	Department.	Date.

INDEXED.

Miscellaneous.

LOCAL AND MUNICIPAL DEPT.

G.O., DATED 8—4—95

No. 629 M

When given for copying.

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Electric Tramways, Madras.

Requesting the Consulting Engineer for Railways to report whether communication by the existing Govt. telephone and telegraph lines has, in the construction of the tramway, been safeguarded as provided in the rules made under the Electricity Act.

READ AGAIN } ORDER OF GOVERNMENT, DATED
189 , No. , MISCELLANEOUS.

BACK PAPER, No. of 189 .

FURTHER PAPER, No. of 189 .

ENCLOSURES.

CURRENT NO.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL (not paged).

N.B.—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

Copied by [illegible]
Examined by [illegible]

INDIAN TELEGRAPHS

Code Class. } S

Monthly Number. } 92

To (Office) Ootacamund	From (Office) Madras Triplicane

Words.	Day.	Hour.	Minute.	Official Instructions.
[illegible]	18			

CHIEF SECRETARY
18 APR 1895
GOVERNMENT OF MADRAS

To (Person) The [illegible] Secy to Govt Public Etc Depts	From (Person) The Consg Engr for Rys

Stonehouse Hill

D 122 please issue orders soon regarding inspection second track first section electric tramway madras

32 Word Form.

Recd. from	LN.	Sent to	LN.	
At Hrs. Mts. by		At Hrs. Mts. by		Telegraph Master.

G. G. P.—No. 29 T—15 5-94—40,00,000.

OOTACAMUND 18-4-95

8

31

Code Class. } A.S.

INDIAN TELEGRAPHS.

Monthly Number. }

To (Office) Ootacamund.

From (Office) Madras Triplica

Words.	Day.	Hour.	Minute.	Official Instructions.
32/6	26	16	49.	urgt

To (Person) Chief Secy.

From (Person) Works. Railway

CHIEF SECRETARY
26. APR. 1895
GOVERNMENT OF MADRAS

R. 38. Please reply
my 1240. Eleventh
instant asking copy of
rules act thirteen and
suggesting that telegraph Dep
might report on technical
point.

32 Word Form.

Recd. from LN.
At Hrs. Mts. by

Sent to LN.
At Hrs. Mts. by

W B Maso
for Telegraph Master.

C. G. P.—No. 29T—95 5-94—40,00,000.

OOTACAMUND 26-4-95

Urgent.

Madras Electric Tramways,
9, ARMENIAN STREET.

Madras, 17th April 1895.

To

The Chief Secretary
to the Government of Madras

CHIEF SECRETARY
19 APR 1895
GOVERNMENT OF MADRAS

Sir

Madras Electric Tramways

We have the honor to report for the information of His Excellency the Governor that the parallel line of Section I and that therefore the whole section – is now complete and ready for running – we trust that His Excellency will be so good as to order its immediate inspection as set forth in Section 12 of Act XI of 1886 – relating to Tramways, as we are anxious to begin running as soon as possible –

We have further the honor to remind you that we have so far received no orders of Government on the report of the Acting Consulting Engineer for Railways, upon the first half of Section I, although we believe

believe that his report was submitted to you so long ago as last month. We must point out that this delay has been productive of very heavy loss to us as not only is the capital of the concern lying idle but during the time that has been allowed to elapse an important Native feast and the Easter holidays have taken place, both of which occasions could hardly have failed to cause a very exceptional access of Traffic. Taking these facts into consideration, we trust that we shall not be compelled to suffer from any further such disastrous delays in the issuing of orders.

wd/

We have the honor to be
Sir
Your most obedient Servants

Attorneys to the Trustees
for the Debenture Holders In E.T

-9-

Madras 5 April 1895

Local & Municipal Dept.
CURRENT No. 1222 M

6 APR 1895

To

The Chief Secretary
to the Government of Madras
Madras

Sir,

Madras Electric Tramways

We have the honor to inform you that we have received telegraphic instructions from England to proceed at once with the construction and equipment of Sections II & III on the overhead system & beg that the necessary orders may be passed enabling us to adopt the alteration & commence the work at once. We shall feel obliged if you can name an early date on which Mr. Gadsby our Superintending Electrical Engineer can submit plans and explain to you the system to be adopted if you should wish to see them.

Mr. Gadsby is now engaged in preparing the plans.

We have the honor to be
Sir
Your most Obedient Servant

Attorneys for Trustees
M. E. T. C. Debenture Holders

[0]

LOCAL AND MUNICIPAL DEPARTMENT.

Local & Municipal Dept.
CURRENT No. 1222 M

From

The Attorneys for Trustees
Madras Electric Tramways
Co.
Debenture Holders.

Ors. 3
3260/55

No.

Dated 5th April 1895.

Received 8th April 1895.

Enclosures

SUBJECT.

Praying that necessary orders may be passed to adopt the alteration and commence the construction and equipment of Sections II and III on the over-head system &c.

(Minute Endorsement)

Hm.

No.

WD
20/4/95

Transferred to the Public Works (Railway) Department with the request that the plans may be called for & examined, and information furnished to this department as to the suitability or otherwise of the proposed overhead system.

JJ
18/4/95

WFrancis
Ag Assistant Secretary

P.R.
10/4/95

Fort St George
10th April 1895 }

As I observed on another paper, the whole of this business should be transferred, necessarily, to the P.W.D.

WS

Note

From the papers recorded in G.O. dd 28.3.93 No. 441 M it will be observed that the Tramways Co originally proposed to adopt the overhead system, but from the Company's letter disposed of in G.O. dd 2-9-93 No 1159 M it will be seen that they subsequently resolved to employ the conduit system for Section I. Enquiries were made in the municipal & the Tramways Company's offices as to the reason for the change, & it has been ascertained that the alteration was made by the Compy on the advice of experts in England, as the Telegraph Dept feared that their lines would be disturbed & wanted a guarantee from the Company. Under the concession in G.O. dd 6.4.92 No. 668 M, the Company has the option of adopting either the underground or the overhead system (vide para 19 of the order).

To,
The Public Works (Railway) Department.

-13-

Madras, 22nd March 1895.

No. 1015

Local & Municipal Dept.
CURRENT No. 1060 M

From,

The Government Inspector of Railways,
Madras.

To,

The Chief Secretary to Government,
Fort Saint George,
Madras.

23 MAR. 1895

Sir,

In compliance with the instructions conveyed in -- G. O. No. 450 M. Mis: dated 15th March 1895, I have the honor to inform you that I have inspected the portion of No. 1 section of the Madras Electric TramWay referred to therein.

2. Inspection. The inspection was made on the morning of -- 21st March in Company with the Chief and Electrical Engineers and Mr. Whitmore Clarke, representing the Attorneys to the -- Trustees of the Debenture Holders.

3. Route. The length offered for inspection comprised the -- single line from near the old High Court to Parry's corner, and the left hand track from this point, via the Evening Bazaar and General Hospital, to the Power Station near the --- South Indian Railway station at Egmore. The double track is laid from Parry's corner to the Power Station but only the - one line of rails is to be used at present. The total length of the section is 2 3/4 miles.

4. Permanent Way. The Permanent Way is well and substantially

laid

ing

laid on the metre gauge, the rails being flush with the surface of the road. Owing to the tramway being unconnected with the South Indian Railway, it was not possible to certify from actual test that the stock of that line can work over the tramway. However as the Railway trollies have been used on the tramway, there is no doubt that the condition is complied with. In my opinion the permanent way is well suited for the purpose for which it is intended, but I am unable to report whether it fully complies with the orders of Government, as no instructions have been communicated to me regarding the kind of rails, foundations, and manner of laying which have been approved under clause 7 of the Notification, embodied in G. O. No. 733 M. Local and Municipal, dated 15th June 1889.

See 7 of the Order

w/c for 1159m / 28.9.93

+ 1176m / 5-9-93

+ should be — SO. 6.4.92 No. 668 m.

5. Points and Crossings. Automatic points, actuated either by a spring or by weights, are used. I would suggest that an area of about 6 feet in length and of 4 feet in width around the tongue rail be paved so as to minimize the chance of obstructions getting between the rails and impeding the free working of the points. In other respects the points and crossings are very satisfactory.

6. Crossing Stations. I am in doubt regarding the actual minimum length of the crossing places which has been fixed by Government. On the sanctioned plan signed on behalf of Government, a length of 100 feet between crossings is shewn, while in the Notification previously referred to a minimum length of 66 yards is prescribed. In the latter case also it is not stated between what points the measurement should be made. The length of a crossing station as laid is 138 feet between points or 93 feet from crossing to crossing. In my opinion this length is quite sufficient so long as coupled cars are not run.

last clause of Sec 6 of the Order

7. Stopping Stations. It is proposed to have stopping stations at distances somewhat under a quarter of a mile apart. These places although determined on are not yet marked on the ground.

Sec 22

8. Rolling Stock. The stock at present on the tramway consists of motor cars. These are four-wheeled vehicles, weighing about 7 tons and with a rigid wheel base of 7 feet. The electro-motor is placed under the floor of the car and drives one of the wheel axles. There being thus no machinery to conceal, it is not necessary to cover in the car to within 6 inches of rail level. Each pair of wheels is fitted with a brake-block worked by screw gearing. The compartment at either end of the car is built half open so as to give the driver a clear view of the road in front, and is fitted with switch handles by which the current is turned on, off, or reversed, and by which resistances can be placed in circuit. The cars have wooden fenders, which can be attached by iron fixings immediately in front of the leading wheels. As these fenders are entirely under the body of the car, they are only useful in clearing the track of obstructions, and would in no way serve to lessen the injuries received by persons run over. The tramway officers have recognized this, and are endeavouring

Schedule A 1.(e)

Schedule A. 1(a)

do. 1(e)

A (1)(d)

ri ing to design a fender which shall afford greater security against personal injury. It will be a difficult matter to produce anything thoroughly satisfactory, and in the mean time the present fender might be allowed. If the tramway was in Europe, the type of fender now used would be quite sufficient, but with natives, who are so careless about their own safety - something more protective is, I think, called for. Each motor car is at present numbered in a conspicuous place, and has an alarm bell, but at the time of inspection no lamp fixings were provided. Orders have, I understand, issued for immediate compliance with Schedule A.V. of the Notifications. As the whole of the stock consists of motor cars, which are not required to be connected together, the couplings provided are only suited for the attachment of trailer cars, should the latter be hereafter employed.

× Sched. A. 1(c)

×× do. 1(d).

9. During the trial run the screw brake and the electrical reversing gear were tested and both worked satisfactorily, the latter being particularly efficient in producing a quick stop.

10. Speed Restriction. Although somewhat foreign to this report, I would call attention to the narrowness of the Beach - road where traversed by the tram-line. The road before the advent of the tramway was none too wide for its traffic, and I am of opinion that unless early steps be taken to give -- more accommodation, accidents will be frequent when the cars - are

17

are regularly running along this congested thoroughfare. Until something is done, I consider that both in the interests of - the general public and of the Tramway Company a speed restriction of four miles an hour should be imposed.

11. During the trial run the electrical arrangements worked without a hitch of any kind, and were under perfect control, while the whole work in connection with the tramway is thoroughly good, and reflects great credit on the responsible -- officers. I am, however, somewhat doubtful of the wisdom of laying a conduit system in a badly drained town like Madras, and it seems to me extremely likely that in rainy weather the conduit will develop into drainage channel, and the running of cars become impossible.

The rainfall is not heavier here than in many towns at Home.

12. In conclusion I am of opinion that the Government may sanction the opening of this tramway subject to such conditions as may be considered advisable in respect to the points brought to notice in this report.

I have the honor to be,

Sir,

Your Most Obedient Servt:

A.D.G. Shelley

Captain R.E.,

Government Inspector of Rys:

Madras.

450 M 15-3-95
733 M 15-6-89

LOCAL AND MUNICIPAL DEPARTMENT.

Local & Municipal Dept
PR. CURRENT No. 1060 M

E

From

The Govt. Inspector of Railways

No. 1015

Dated 22d March '95

Received 23d

Enclosures

SUBJECT.

Reporting that he had inspected the No. 1 section of the Madras Electric Tramway on the 21st March 1895.

Pro. S.2 326/55

LOCAL AND MUNICIPAL DEPARTMENT.

Current No. 1060 M.

From the Government Inspector of Railways, Madras.

What I alluded to in my remark in the linked file was that when running experimental trams – owing to some defect in electrical arrangements – the instruments of the Eastern Telegraph line were so much affected that they would not work properly. – 29/3.

I agree – but don't quite see how traffic can be allowed until the ~~[illegible]~~ Rules which came up with another file have been issued by the Company & local authority. –
4/4/95

It seems to me that to deal with all these technical questions in the L. & M. Dept. is absurd & that everything connected with the construction & working (as distinguished from the financing) of tramways should be dealt with in the P.W.D. — Why not?

FOR ORDERS.

It is submitted that the opening of the line of tramway now inspected may be sanctioned as recommended by the Government Inspector of Railways.

2. G.O. dated 15th June 1889 No. 733 M referred to in paragraph 4 of the Inspector's report contains the order authorizing the construction of tramways by the Indian Tramways Company. The order relating to the present case is the one issued under G.O. dated 6th April 1892 No. 668 M.

3. As the Inspector is of opinion that the permanent way is well suited for the purpose for which it is intended, no action is perhaps necessary on the concluding portion of paragraph 4.

One effect of this mistake has been that the clause (No 19) in the latter order, requiring that Govt. telegraph & telephone lines should be safeguarded when electricity is used, which does not appear in the order which the Govt. Inspector of Railways took as his guide, has not been reported upon. Should he not be now asked to report upon this matter & get it settled at once? He has reported upon every other point in the order that comes within his province. These are marked with blue pencil for reference. He certainly says nothing about the road surface but that seems to be the Commrs', rather than the Govt's affair.

4.

4. The Inspector's suggestion in paragraph 5 may be commended to the Company for adoption, and its attention may be drawn to his remarks in paragraphs 6 ~~& 7~~. and 8 (as to fenders & lamps).

5. The remarks in paragraph 10 may be referred to the municipal Commissioners for report as to whether the road can be widened. In the meanwhile, the Company may be asked to limit the speed of the cars to 4 miles an hour when running along the Beach road, or at any rate to be careful in the extreme when running along there.

V.R.
26/3/95

To limit the speed to four miles an hour along that short distance wd. probably not hurt the Co's profits, but the only restrictions as to speed in the order are those in schedule A.(3)., & Govt. does not seem to have the power to alter these now, & can only ask, & not command, the Co. to run at 4 miles an hour unless it modifies the order in due form by a new order published like the first order. Even this can only be done on the application of the promoter, & with his consent. (see. 8(i)(iv) of the Act).

27.3.95

29/3/95

Madras Electric Tramways.

1060 M

FOR ORDERS.

H.M.

Order. d/ 8.4.95 No. 629 Municipal

The attention of the Consulting Engineer for Railways will be drawn to ~~the~~ G.O. dated 6th April 1892 No. 668 M which contains the order applying to the Madras Electric Tramways Co. (G.O. dated 15th June 1889 No. 733 M, referred to by him, refers to the Indian Tramways Co.) & he will be requested to report whether, in accordance with condition No. 19 of the order ~~embodied~~ printed in that paper, communication by the existing Government telephone & telegraph lines has, in the construction of the tramway, been safeguarded as provided in the rules made under the Electricity Act XIII of '87.

(for orders).

O.R.S. 9.6
3261/55 W.C. 6/4/95

Office.

Issue this. I have seen C.S. about it, & he approves. After issue send me the file again that I may answer H.M.'s questions & put with it the file about draft rules for the Company.

W.C. 6.4.95

Despatched & returned

To, The Consulting Engineer for Railways

Desp. 9/4/95

No. -25- L&M DEPARTMENT.

From

Dated 189 .

FOR ORDERS.

Refce H.M.'s notes within dated 4.4.95.

It is submitted that to defer sanction to the opening of the Tramway until the rules have been passed may cause very considerable delay & loss to the Company. A member of Arbuthnot & Co. told me that they were most anxious to begin at once, as they had all the men ready, & were paying them for doing nothing as long as the line was not working. The company's rules are for the most part framed in the Company's own interest, & relate only to matters in which they themselves are interested. If they choose to begin working before they have got any powers to enforce these rules that seems to be their affair. The Commissioners' rules are not many or important. The Govt. has already laid down rules as to stopping places, drawing up across streets, lights, rate of progress etc. & it would seem that there is little more to be done.

* As to H.M.'s suggestion that the technical part of the papers on the tramway should go to the D.P.W. it is submitted that the present seems likely to be the last part of the work that will be technical. In this file there is the advice of a profession

Very well - Do as you like

H.S.

* But this is not, I hope, to be the only tramway in the Presy, nor is this one complete - Another paper came up to me today in which the question of supplying further sections of the line by an overhead wire line was raised - That

man, & any selected paper can be sent to D.P.W. for remarks & notes. It is submitted that as all the records are now in L & M. that Dept. may go on with the work.

W. 19.4.95 B.S. 18/4/95

Send to P.W.D. – and there is a tram line already proposed for Calicut

B.S.
20/4/95

O.W. 8.5
3761/95

Madras Tramways

Note for H.M.

C 25/4
R 2/4

[G/69] 18-3-95.

Land M.

DEPARTMENT.

SERIAL
No. 18

CHIEF SECRETARIAT, MADRAS.

27

Memorandum. No. 556 d/ 25-4-95

Read the following papers

Letter from the Government Inspector of Railways Madras, dated 22nd March 1895 no 1015 and G.O. dated 8th April 1895 no 629 Mis. thereon.

Letter from the Attorneys for the Trustees for the debenture holders, Madras Electric Tramways Company dated April 5th 1895

Do. Do. Do. dated April 17th 1895

Do. Do. Do. Do.

Telegram from the Consulting Engineer for Railways dated April 18th 1895.

As the questions raised in these papers are all purely technical ones connected with the construction and working of the tramway, they are referred to the Public Works Department (Railway) for disposal. It is requested that they may receive the early attention of that Department

C.G.F.
22.IV.

Chief Secretary

To
The Public Works Department (Railway Branch)

P. W. CURRENT No. 326

Transfer of all papers relating to the construction and working of the Madras Electric Tramway to the P. W. D.

Encls 7
Recd: 26-4-95

C. S.

Office

Please see to the proper arrangement of the files before despatch

22.IV.

AK

Madras Electric Tramways,
9, ARMENIAN STREET.

Madras, 2__nd__ April 1895.

25/4/95

Local & Municipal Dept.
CURRENT No. 1406 M

To

The Chief Secretary
to the Government of Madras

Sir

Madras Electric Tramways

In support of our letter of the 17th Instt. to which we are still without reply, we have the honor to draw your attention to the following extracts from the "Rules for the opening of a Railway" which seem to bear upon the subject. "The Inspection report is to be sent to the Government ~~of India~~ for disposal and should be submitted as early as practicable after the inspection has taken place. It is to be remembered that every day by which the report is delayed involves a loss to the Railway Administration of the receipts for a days Traffic"

Again — "As a rule the orders of the Governor ~~General~~ in Council on the Inspection Report will be given by Telegram addressed to

---

29/4/95

To

The Joint Secretary to Government
Public Works Department (Ry Branch)

to the Local Government or other Authority under whose administration the Railway may be placed" –

We shall be greatly obliged if you will pass the order for inspection of the remaining part of Section I, already applied for in our letter of the 17th Instt., as we understand that Captain Shelley goes on leave from the 1st proximo and as he passed the first part of the section and is thoroughly informed on the subject, it will probably save time considerably if he also passes the part now awaiting inspection

[illegible]

We have the honor to be
Sir
your most obedient Servants

Attorneys to the Trustees
for the Debenture Holders Ex. E.I

ADYS
29/4/95

To
The Joint Secretary to Government
Public Works Department (Ry Branch)

AK

AK

[G/69]
900—18-3-95.

33 - Local & Munl Department.

SERIAL
No. 20

CHIEF SECRETARIAT, MADRAS.

Memorandum. No 562 d/ 29-4-95

Read the following

Letter from the Attorneys to the Trustees for the Debenture Holders, Madras Electric Tramways, dated 23rd April 1895

Transferred to the Public Works Department, Railway Branch in continuation of Endorsement No. 556 dated 25th April 1895.

Chief Secretary

GF
25.IV.

Ootacamund
29th April 1895

ASH
29/4/95
b7

To
The Joint Secretary to Government
Public Works Department (Ry Branch)

When given for copying
When copied
When examined
When signed
189

READ AGAIN G.O., No. DATED
189 ,

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT .. .. .. A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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