

(1) Number of pages 18(2) Date of repair 20.2.53

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

P. W. DEPARTMENT.

G.O. No.	1212-13	Press - Mis.
358-60		
Dated	21-4-	1868.

Not to be folded or roughly handled

1A.

*Proceedings of the Madras Government, Public Works Department,
21st April 1868.*

No. 358. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th March 1868, No. 106 :—

1. In compliance with the instructions conveyed in the Orders of Government, dated the 10th December and the 24th February last, Nos. 3,841 and 23, I have the honor to submit the following observations upon the danger which is incurred in running passenger trains at night during rainy weather, and upon the precautions which it is desirable to adopt with the view of lessening that danger as much as possible.

2. I have deferred submitting these remarks until I could also lay before Government the opinions entertained on the subject by the Agents of the Madras and the Great Southern of India Railways. From the enclosed letters* it

* No. 86, dated 18th March 1868.
,, 2,534, ,, 23rd ,, ,,

will be observed that the Agent of the

Madras Railway considers his line to be throughout in a condition available for traffic, whether by day or night, at all times of the year; and that no special measures, in addition to those now taken, are necessary by way of precaution. Upon the Great Southern Railway there has never been any night traffic, and the Agent quotes the opinion of the Resident Engineer, to the effect that it would be inadvisable to introduce it, partly on account of the additional expense, and partly on account of the danger which would certainly be encountered.

3. There can, I think, be no doubt that travelling by Railway in India, whether by day or night, must always, from the circumstances of the country, be attended with a certain amount of risk from which English Railways are free. The entire stoppage of all traffic during the monsoons would not altogether remove that risk. Practically, the most that can be attempted is to unite the maximum of precaution with the minimum of inconvenience.

4. After careful consideration, my opinion is that, in this Presidency at least, no special precautionary measures, such as those suggested by Mr. West, are necessary. Certainly I see no reason to advocate the prohibition of the running of passenger trains at night during any part of the year. Mr. West's observations have special advertence to those portions of Indian Railways which lie near the West Coast, and which are exposed to the risk of injury from the floods which occur periodically during the south-west monsoon. In the Railway system of this Presidency, the line between Beypore and Coimbatore is the only portion which is exposed to risk from such floods, and as yet no night trains have been worked upon it. Should, however, circumstances make it desirable to run trains at night over this part of the line, I do not anticipate that it would be attended with any particular danger or difficulty, which the employment of additional watchmen would not obviate.

5. Wherever trains are worked by night in this Presidency, a double staff of watchmen, for day and night service, is maintained. The number of the night watchmen is doubled upon ghats, and all other parts of the line where unusual difficulty or danger is apprehended. Every thing is done to insure the proper performance of their duty by these men, and I have reason to believe that the work is well done. I do not see any necessity for insisting upon additional special precautionary measures, being of opinion that those now in force, if thoroughly carried out, will insure the traffic upon the line, as far as is practically possible, from risk of accident.

*Proceedings of the Madras Government, Public Works Department,
21st April 1868.*

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 18th March 1868, No. 86.

1. In reply to your communication of the 13th of December, No. 294, and to Order of Government, No. 3,841, dated 10th December, I have the honor to state that I discussed in Committee yesterday the suggestions contained in Mr. West's letter; more especially that which recommends that the running of passenger trains at night during monsoon weather should be prohibited, with a view to lessen the danger attendant on Railway travelling.

2. The Committee, consisting of Mr. Beresford Anderson, Mr. Barton Wright, Mr. Herbert Church, and myself, were of opinion that the arrangements of a first class line of Railway should be such as to make it always available for traffic whether by day or by night. We do not, as you are aware, work night trains between Coimbatore and Beypore, but as we have every reason to feel confident in the stability of our works on that portion of our line, we can see no reason why the running of night trains should be attended with greater danger there, than elsewhere.

3. Should we ultimately find it necessary to run night trains on the Western Coast during the monsoon, an extra number of watchmen would be employed on the steep inclines, &c., &c., as is at present the case, on the Saidanoor and Mullapooram ghats.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 23rd March 1868, No. 2,131.

Your letter No. 175, of the 13th December last, (with enclosure,) was duly communicated to the Chief and Resident Engineers of this Company, who have replied as follows:—

Mr. Dibblee, in his letter of the 7th January, reports that the "line and works under his charge have always received more attention as regards inspection and maintenance during heavy rains than during the dry weather."

The Resident Engineer, in a letter dated 18th instant, "quite agrees with Mr. West that it is not safe to run trains at night during rainy weather, indeed at any time there is certain risk, not only on account of the ballast being washed away in certain places, but by ill-disposed persons placing obstacles on the rails. It would be necessary in case of night trains, to have a double staff of men of every grade to keep all clear, and then at the best of times you are in the hands of a class of men who it is well known are not expert at "night watching." On the line (eastern section) now under my charge, all places where the water has a tendency to collect are carefully watched, and any symptoms of approaching weakness is immediately reported to the nearest European officer. There are no night trains on this line as you know but should an evening train be late, the platelayers are ordered to "extend" along the "line."

No. 359. ORDER THEREON, 21st April 1868, No. 1,212.

RAILWAY, No. : 0

Resolved that these papers be forwarded to the Government of India with reference to their Order No. 971 R of the 30th October 1867.

(Here enter No. 1,213, dated 21st April 1868.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE,
21st April 1868.

No. 1,213.

No. 360.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 31.

1. Adverting to the Proceedings of the Government of India, No. 971 R, of the 30th October 1867, I am directed

to forward the accompanying papers from the Consulting Engineer for Railways regarding the danger incurred in running passenger trains at night during the monsoon, and as to the precautions which should be taken for lessening that danger as much as possible.

2. In this Presidency night trains are worked only on the portion of the South-West Line of the Madras Railway between Madras and Coimbatore, and on the branch from Jollapett to Bangalore.

3. The officers of the Madras Railway are of opinion that the running of night trains in rainy weather on a first class line is unobjectionable, provided due care be taken to guard against accident, and they do not foresee any special objection to those trains even on the part of the line between Coimbatore and Beypore, should it be found expedient to run them between those places. The Resident Engineer of the Great Southern of India Railway is opposed to the practice on the ground that it is attended with great risk as well as additional expense.

4. In the former of these views the Consulting Engineer concurs, and I am to state that, as the rains in this Presidency are generally neither heavy nor of long duration, this Government believe that night travelling may be made at all seasons sufficiently safe by the exercise of suitable precautions and the maintenance of an efficient staff of watchers.

I have the honor to be,
Sir,

Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE.

Madras, 18th March 1868.

From

P. D. Chinn Esq

Agent and Manager of the M.R.C.

To

Major I H M Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

In reply to your Communication of the 13th of December, No 294 and to order of Government, No 3841 dated 10th December, I have the honor to state that I discussed in Committee yesterday the suggestions contained in Mr West's letter; more especially that which recommends that the running of Passenger Trains at night during Monsoon weather should be prohibited, with a view to lessen the danger attendant on Railway travelling.

2. The Committee consisting of Mr Beresford Anderson, Mr Barton Wright, Mr Herbert Church and myself were of opinion that the arrangements of a first class line of Railway should be such as to make it always available for traffic whether by day or by night. We do not, as you are aware, work night Trains between Coimbatore

and Beypore, but as we have every reason to feel confidence in the stability of our works on that portion of our Line, we can see no reason why the running of night trains should be attended with greater danger there, than elsewhere.

3. Should we ultimately find it necessary to run night trains on the Western Coast during the Monsoon, an extra number of Watchmen would be employed on the steep inclines, &c., &c., as is at present the case, on the Saidanoor and Mallaipooram Ghauts.

I have the honor to be,
Sir,
Your most Obedient Servant.

W. J. P. W.

Agent and Manager

03/08/11 M. L.

I have a double staff of officers of the
staff of the railway and the
of the railway and the
of the railway and the

of the railway and the
of the railway and the
of the railway and the
of the railway and the

of the railway and the
of the railway and the
of the railway and the
of the railway and the

of the railway and the
of the railway and the
of the railway and the
of the railway and the

SEAD RAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated 18th March 1868

Recd. 19.

M. L.
No. 86.

Substituting the opinion
of Mr H. Anderson, Mr
Wright and Mr. H. H. H.
H. H. H. H. H. H. H. H. H.
with respect to the
of the railway and the
of the railway and the
of the railway and the

"places but by ill disposed persons placing
obstacles on the rails. It would be
necessary in case of night trains, to
have a double staff of men of every
grade to keep all clear and then at the
best of times you are in the hands of
a class of men who it is well known
are not expert at "night-watching." On
the line (Eastern section) now under my
charge, all places where the water has
a tendency to collect are carefully watched
and any symptoms of approaching weak-
ness is immediately reported to the
nearest European Officer. There are no
night trains on this line as you know,
but should an evening train be late,
the platelayers are ordered to "extend"
along the line."

I have the honor to be
Sir
Your most obedient servant
William Beech
Agent

No. 2584

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 23rd March 1868

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer

for Railways

Madras.

SIR,

Your letter No. 175 of the 13th December last,
with enclosure, was duly communicated to the
Chief and Resident Engineers of this Company
who have replied as follows:

Mr. Stibbe, in his letter of the 7th January
reports that the "line and works under his
charge have always received more attention
as regards inspection and maintenance,
during heavy rains than during the dry
weather."

The Resident Engineer, in a letter dated
18th Instant "quite agrees with Mr. West that
it is not safe to run trains at night during
rainy weather, indeed at any time there is
certain risk, not only on account of the
ballast being washed away in certain
places

Proceedings of the Madras Government
Under date the 21st April 1868
Had the following

From the Consulting Engineer
for Railways - (Per order of 27th March 1868)
No 106

Resolved that
these papers be for-
warded to the Gov^t
of India with reference
to their order No 971^R
of the 30th October 1867 -

To the Consulting Engineer
for Railways -
Recd 22/4/68 WOU
The Secretary to the
Gov^t of India

Adverting to the
Proceedings of the Gov^t
of India No 971^R
of the 30th October 1867,

To
The Consulting Engineer
for Railways
Madras
6594
W. L. P. O.
W.
Recd 25th March 1868
State of the maintenance
of way at present.

22/11/68

I am directed to forward the accompanying papers from the Consulting Engineer for Railways regarding the danger incurred in running passenger trains at night during the monsoon, and the precautions which should be taken for lessening that danger as much as possible. In this Presidency night trains are worked only on the portion of the South West Line of the Madras Railway between Madras and Coimbatore, and on the branch from Sollerpete

Madras Railway, and of opinion that the running of night trains in rainy weather on a first class line is unsafe, provided due care be taken to guard against accident, and they do not foresee any special objection to those trains even on the part of the line between Coimbatore and Mysore, should it be found expedient to run them between those places. The Resident Engineer of the Great Indian Railway is opposed to the practice on the ground that it is attended with great risk as well as additional expense.

4/1
I am to state that as
the rains in this Presidency
are generally neither
heavy nor of long
duration, this Government
believe that night tra-
veling may be made
at all seasons suf-
ficiently safe by the
exercise of suitable
precautions and the
maintenance of an
efficient staff of
watchers—

W.B.

Respd 22/4/88 in the act
of Govt 12/12 of 1868

356 / 350
Pub. Works 1868 Septth

Proc. of Govt. for April

Proc. of the Madras Govt.

Of 21st April 1868

Passing orders on papers
on the subject of Railway travelling
during the months in this
Presidency.

Furnishing the Govt
of India with the above papers.