M.R.O. 1—77,006—8-5-37.

(1) Number of pages 210

(2) Date of repair

(2) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press / Mis.
Dated	18 .

Not to be folded or roughly handled

No. 35. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 3rd September 1869, No. 278 :—

Upon receiving the order of Government, dated the 1st July 1869, No. 2,130, I forwarded copies of it to the Agents of the Madras and the Great Southern of India Railway Companies, and of the Indian Tramway Company, with a request that they would take the necessary measures for carrying out the instructions of the Government of India, with regard to providing means of communication between passengers and the guard and engine driver of a train in motion.

2. In order to give effect to those instructions, the Agent of the Madras Railway has indented upon his Board for fifty sets of the apparatus required to work the communication.

3. From the Agent of the Great Southern Railway I have received a letter,* which I have the honour to enclose. Mr. Logan alludes to the fact that all the trains on his line are "mixed," that is, they convey both passengers and goods; and he states that the varying heights of the vehicles composing a train would render over-door communication impracticable. He also points to the delay which the frequent shunting would entail; and he observes that by the English Railway Act of 1868,† the communication is required only in trains which carry passengers, and which travel more than twenty miles without stopping. He shows that the last condition does not exist on the Great Southern Railway, and he expresses a hope that the Government will not consider it necessary to press the adoption of means of communication along the trains on that line.

* No. 3,078, 26th August 1869.

† Act No. CXIX., Section 22.
Vide G. O., No. 1,552, 12th May 1869.

4. The Agents of the Indian Tramway Company have also pointed out that owing to the shortness of their trains, and the low rate of speed maintained, the foot-boards of the carriages provide the only means of communication which appears to be necessary on their line.

5. From recent reports of English Railways, I find that the difficulties which the various heights of vehicles oppose to the over-door system of communication have already forcibly presented themselves there; and it is generally admitted that the electrical system is the only one which thoroughly answers the purpose. This system has, I believe, been introduced on the South-Eastern Railway Company's line with great success, and I beg to suggest the advisability of its adoption upon Indian Railways.

6. Among other objections to the over-door system of communication it may be mentioned that, in the event of a fire occurring in a train, the connecting cord would probably be at once burnt, and the means of communication cut off.

From the Acting Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 26th August 1869, No. 3,078.

I have the honour to acknowledge receipt of your letter, No. 208, of the 5th ultimo, and regret much that it has remained so long unanswered.

2. There would be very considerable difficulty in carrying out a system of communication between guard and engine driver, as all the trains run on this line are mixed, conveying both passengers and goods. This would render the plan of communication *over* the doors of the vehicles impracticable, because in a mixed train there are vehicles of various heights, *i. e.*, carriages and goods waggons, covered, high-sided and low-sided.

3. Then again were the communication by rope carried along the sides of the vehicles about floor level, the delay to our trains in connecting and disconnecting at stations would be excessive. The trains being mixed, a great deal of shunting has to be done at our numerous road-side stations, so much so that it is with difficulty that proper time is kept under present circumstances.

4. I find that the Regulation of Railways' Act passed last year in England, (Section 111, paragraph 22,) only requires the communication to be established in every train "which carries passengers, and travels more than twenty miles without stopping." Our trains stop at every station, and there is only one run of 15 miles, the distances between stoppages being as follows :—

2	runs of	3	miles each.
2	,,	4	,,
1	,,	5	,,
2	,,	6	,,
3	,,	7	,,
2	,,	8	,,
2	,,	9	,,
2	,,	10	,,
1	,,	11	,,
3	,,	12	,,
1	,,	15	,,

5. Under existing circumstances, therefore, I trust that Government will not consider it necessary to press the adoption of means of communication along our trains.

No. 36.

ORDER THEREON, 2nd October 1869, No. 3,187.

RAILWAY, No. 5.

ORDERED that these papers be forwarded to the Government of India :—

(Here enter No. 3,188, dated 2nd October 1869.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *2nd October* 1869.

No. 37.

No. 3,188.

To

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

SIR,

RAILWAY, No. 6.

WITH reference to your letter under date the 7th June 1869, No. 671-R., I am directed herewith to forward a letter from the Consulting Engineer for Railways, from which it will be observed that the over-door means of communication between the passengers the guard, and the engine driver of a train in motion is proposed to be adopted on the Madras Railway, but that, in the opinion of both the Consulting Engineer and the Acting Agent, it is considered unsuitable on the Great Southern of India Railway on account of the trains on that line being all mixed, and the vehicles composing them, therefore, of various heights, and, moreover, the distances between the stations being very short.

2. On the Indian Tramway Company's line, the foot-boards of carriages are believed to provide sufficiently for the means of communication owing to the shortness of the trains, and the low speed at which they are worked.

3. The Consulting Engineer advocates the introduction of the electrical system which has been adopted with great success in England, and has, it is believed, been tried on one line in India. In submitting this suggestion for consideration, I am to state that, under the explanations now afforded, it does not seem to His Excellency the Governor in Council necessary to take any immediate measures to compel the adoption of any specific system of communication between guard and engine and passengers of trains in motion on either the Great Southern of India Railway or on the Tramway.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 278.

From Major J. W. M. Sleeman Hon. A. D. C.
Consulting Engineer for Railways,

To Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

With reference to the order of Government dated the 1st July 1864. No. 2130, I forwarded copies of it to the Agents of the Madras and the Great Southern of India Railway Companies, and of the Indian Tramway Company, with a request that they would take the necessary measures for carrying out the instructions of the Government of India with regard to providing means of communication between

passengers

passengers and the guard and engine-driver of a train in motion.

2 In order to give effect to those instructions the Agent of the Madras Railway has indented upon his Board for fifty sets of the apparatus required to work the communication.

3 From the Agent of the Great Southern Railway I have received a letter which I have the honour to enclose. Mr Logan alludes to the fact that all the trains on his line are "mixed", that is convey both passengers and goods, and he states that the varying heights of the vehicles composing a train would render over-door communication impracticable.

He also points to the delay which the frequent shunting would entail and he observes that by the Railway Act of 1868, the communication is required only in trains while carry passengers, and while travel more than twenty miles without stopping. He shows that the last condition does not exist on the Great Southern Railway, and he expresses a hope that the Government will not consider it necessary to press the adoption of means of communication along the trains on that line.

+ Act 31st CXIX Section 22. Vide G. of I. 1552, 12th May 1869.

4 The Agents of the Indian Tramway Company have also pointed out that owing to the shortness of their trains, and the low rate of

of

of speed maintained, the footboards of the carriages provide the only means of communication which appears to be necessary on their lines.

5. From recent reports of English Railways I find that the difficulties which the various heights of vehicles oppose to the over-door system of communication have already forcibly presented themselves there; and it is generally admitted that the electrical system is the only one which thoroughly answers the purpose. This system has, I believe, been introduced on the South-Eastern Railway Company's line with great success, and I beg to suggest the advisability of its adoption upon Indian Railways.

6. Among other objections to the over-door system of communication it may be mentioned that, in the event of a fire occurring in a train, the communicating cord would probably be at once burnt, and the means of communication cut off.

Madras,
3rd September,
1869.

I have the honor to be,
Sir,
Your Most Obedient Servt
Hamilton Major R.E.
Comr. Engrs for Railways

No. 3078 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, 26th August 1869

From

THE AGENT,

Great Southern of India Railway,

To The Consulting Engineer
for Railways
Madras

SIR,

I have the honor to acknowledge receipt of your letter No 208 of the 5th Ultimo and regret much that it has remained so long unanswered

There would be very considerable
2
difficulty in carrying out a system of communication between Guard and Engine Drivers as all the trains run on this line are mixed conveying both passengers and goods. This would render the plan of communication over the doors of the vehicles impracticable because in a mixed train there are vehicles of various heights i e, Carriages and Goods Wagons, Covered, high sided and low sided.

3.

P.W.D. 1869 Dispatch
Consulting Engineer
for Railways
Madras

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

No. 208.
Dated 1st Sept 1869.
Received 3rd Sept 1869.

Subject: Answer to Petitioner's application for the adoption of communication to be established between Guard and Engine Driver while a train is in motion.

Sir,

In order that the Petitioner's application may be duly considered, I have the honor to request that you will be pleased to call upon the Agent of the Great Southern of India Railway Company to report upon the subject.

I have the honor to be,
Sir,
Your most obedient Servant,

No 25

C. 11 Sept 1869 R. Cx

3. Then again were the communication by rope carried along the sides of the vehicles about floor level, the delay to our trains in connecting & disconnecting at stations would be excessive. The trains being mixed a great deal of shunting has to be done at our numerous road side stations, so much so that it is with difficulty that proper time is kept under present circumstances

4 I find that the Regulation of Railways Act passed last year in England (See III para 22) only requires the communication to be established in every train "which carries passengers and travels more than twenty miles without stopping". Our trains stop at every station and there is only one run of 15 miles, the distances between stoppages being as follows.

2	runs of	3 miles each
2	"	4 "
1	"	5 "
2	"	6 "
3	"	7 "
2	"	8 "
2	"	9 "
2	"	10 "
1	"	11 "
3	"	12 "
1	"	15 "

Under

13

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, 186

From

THE AGENT,

Great Southern of India Railway.

To

SIR.

5. Under existing circumstances therefore I trust that Government will not consider it necessary to press the adoption of means of communication along our trains

I have the honor to be
Sir
Your most obedient servant
Wardlaw
Acting Agent

Pub Works Dept.

No 3187

Proceedings of the Madras Government
Under date the 2nd October 1869
Read the following

From the Consulting Engineer
for Railways No 3188 & No 298 dated 3rd Septr 1869

Copy of that
papers be forwarded to
the Government of India
No 3188

To The Secretary to the
Govt of India P.W.D

Sir.

With reference to
your letter under date the
7th June 1869, No 671 R,
I am directed herewith
to forward a letter from
the Consulting Engineer
for Railways, from
which it will be observed
that

No 3078

From
The Agent
G.I.P. Railway
Bycullah

To
Consulting Engineer
for Railways
Madras

Dated at Bycullah
Recd 31st August 1869

Subject
Communication between
Guards & Engine Drivers

Consulting Engr for Railways
Despd 4/10/69

No 1004

Agt

that the over-door means
of communication
between passengers,
the guard and fireman
driver of a train in
motion is proposed to
be adopted on the Madras
Railway, but that in
the opinion of both the
Consulting Engineer and
the acting Agent, it is
considered unsuitable
on the Great Indian Peninsula
Railway on account of
the curves on that line
being all inverted and
the vehicles overhanging
them

their, they are of various
heights, and, moreover, the
distances between the
stations being very short.

As the Indian
Tramway Company's line,
the footboards of carriages
are believed to provide
sufficient for the means
of communication owing
to the shortness of the trains
and the low speed at
which they are worked.

The Consulting
Engineer advocates the
introduction of the electrical
system which has been
adopted with great success
in England, and has, it
is believed, been tried on
one line in India. In
submitting this suggestion
for

for consideration, I am
to state that, under
the explanation now
afforded, it does not
seem to His Excellency
the Governor in Council
necessary to take any
immediate measures to
compel the adoption of
any specific system
of communication between
Guard and Engine
and passengers of trains
in motion on either the
Great Sn. of India Railway
or the Tramway

15
2

Despr 4/10/69. with Corr
Pl Govt 3187 of 1869.

C. 11 Sept 69 R. 14

Rec 5761

Govt. of {1869} Madras.

PUBLIC WORKS.

To
The Consulting Engineer
for Railways

Dated

Rec'd.

Encl. 1

G. O. 2d October 1869, Nos 3187 &
3188

Nos. 35-36 & 37

Communication (No) Returning orders on the letter from the Engineer relative to the establishment of a system of communication between guard and engine and passengers while a train is in motion.

Communication (No) Letter on existing Engs relative to the establishments of a system of communication between guard and engine and passengers while a train is in motion & forwarding statement of Expenses to be incurred in fitting the Madras Rlys thereon.