

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Refereencer _____

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 2196-77

Press
Mis.

Dated 18 1945.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
13th September 1870.*

No. 210. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st August 1870, No. 349 :—

REFERRING to the observations of His Excellency the Governor-General in Council, embodied in G. O., No. 1,961, dated the 17th instant, I have the honour to forward the letters marginally noted on the subject of affording protection from heat to passengers and servants of Railway Companies during the hot season.

From the Agent and Manager, Madras Railway Company, No. 472, dated 25th Aug. 1870.
From the Agent, Great Southern of India Railway Company, No. 3,574, dated 7th June 1870.

2. The Agent and Manager of the Madras Railway states that, immediately on receipt of the Government communication, he had tatties put upon first and second-class carriages experimentally, and that these being appreciated he ordered the practice to become general. The Agent considers the third-class carriages afford sufficient cover to the native passengers, especially as sun-shades are being provided at a considerable cost, and that it is not necessary to incur the expense of adding a second roof. The Drivers have had tatties supplied to them to fix upon the sides of the awnings of the engines, but they do not appreciate them. Tatties have also been attached to the windows of the guards' brake vans.

3. The Agent of the Great Southern of India Railway considers a single roof and sun-shades afford adequate protection to the people who use the third-class carriages; also that there is plenty of ventilation in the guards' compartment while the carriage is moving. The Locomotive Superintendent gives his opinion that for Drivers and Firemen who move about the engine partial protection by tatties is useless, and that in the carriages, unless the wind blows directly upon the window, the tatty is worse than useless. Objection is also put forward to the effect of the water in injuring the paint and varnish of engines and carriages, and to the expense of maintaining the tatties.

4. The tatty at present in use on the Madras line consists of a cuscus mat buttoned on outside each of the carriage windows, and which can be taken off and put on by the passenger. Water is poured on at each station by a cooly from a watering pot. This arrangement is not all that could be desired, as in a long run between stations the cuscus becomes perfectly dry; but Mr. Elwin deserves the thanks of the public for having promptly taken measures to provide a partial alleviation of the discomfort of travelling in the great heat. The expenditure also is found to be so trifling as not to necessitate any addition to the ordinary fare.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 25th August 1870, No. 472.

WITH reference to your endorsement upon Order of Government, No. 1,961, dated the 17th instant, I have the honour to inform you that upon the receipt of your letter No. 241, of the 13th of May last, accompanied by G. O. of the 11th May, No. 1,230, I immediately gave instructions that tatties should, by way of experiment, be attached to the windows of one or two of the first and second-class carriages of day trains as suggested by His Excellency the Governor-General in Council.

2. They appeared to be so much appreciated by the travelling public that on the 2nd of June a Circular* was issued instructing Station

* Copy enclosed.

Masters that the practice was to become general,

and giving directions as to the arrangements for keeping them moist, etc., etc.

*Proceedings of the Madras Government, Public Works Department,
13th September 1870.*

3. As the expenditure incurred has been but trifling, and having regard to the difficulty which would be experienced in apportioning among a carriageful of passengers a charge for the accommodation which has thus been afforded, the tatties are affixed to all first and second-class carriages of day trains (excepting in cases where a special request is made to the contrary), and no extra payment is demanded. They are also attached to the windows of the guards' brake vans.

4. With regard to the third-class carriages, I have the honour to state that I am not prepared to recommend a further expenditure for the provision of second roofs as suggested. I have I trust a due regard for the comfort of our third-class passengers, and you are aware that a large expenditure is now being incurred in fitting up the third-class carriages with sun-shades.

5. These are being rapidly completed; many of the vehicles now in use having the shades attached to them, and after full consideration I am of opinion that a further outlay is not required. Our third-class passenger traffic is entirely composed of natives who of course do not feel the excessive heat as Europeans do, and I am informed that they express much satisfaction at the provision of the sun-shades.

6. The Drivers of the locomotives on this Railway have been supplied with tatties to fix upon both sides of the awnings of their engines, but as a rule they object to the use of them.

7. The present description of awning has hitherto been found to answer very well, and the Acting Locomotive Superintendent informs me that no complaints have ever been made by the Drivers as to their inefficiency in protecting them from the sun.

8. The height of the awning from the foot-plate is six feet ten and a half inches, as high as it has been considered expedient to raise it on account of the high winds which prevail in the districts traversed by this Railway.

Copy of Circular issued by the Traffic Manager, dated 2nd June 1870.

Cuscus tatties for first and second-class carriages and guards' brake vans.—On and after this date cuscus tatties will be fixed to the windows of first and second-class carriages and guards' brake vans running in day trains, and Guards will be held responsible for their being properly watered at all stopping stations.

2. Station Masters are requested to have a good supply of water in chatties ready on arrival of all day trains for wetting these tatties, and Guards must enter on their journal all cases where this order is neglected.

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 7th June 1870, No. 3,574.

I REFERRED your letter No. 227, of the 13th ultimo, to the Locomotive Superintendent, and I now attach, for your information, copy of his remarks thereon.

2. In the opinion he has given I concur generally. On this Railway there is no European third-class traffic, and the third-class carriages are sufficiently protected (by single roof and sun-shades) from weather for the people who use them. With regard to what third-class accommodation should, in the opinion of the public, be, I quote the following extract from the Proceedings of the Madras Government, Public Works Department, 24th October 1867:—The Collector of Tanjore says he certainly thinks the carriages should be "nothing more than open trucks with high sides to prevent the passengers from falling out, but without seats, or windows, or tops," and Deputy Collector A. Sashiah proposed that the third-class carriage "should contain the least accommodation consistent with the safety of the passengers, and no more. They should consist of nothing more than trucks covered in with tarpaulins without seats or other comforts."

3. The Assistant Traffic Manager reports to me that so far as the Guards' compartments are concerned there is plenty of ventilation whilst the carriage is moving; it is only when the train stops for a few minutes at the stations that the heat is felt, and at such times tatties would be useless, as a Guard's duty takes him from his van directly the train is pulled up at the platform.

*Proceedings of the Madras Government, Public Works Department,
13th September 1870.*

From the Locomotive Superintendent, to the Agent of the Great Southern of India Railway Company, dated 6th June 1870, No. 361.

The Government paper of 11th May 1870 on the subject of tatties.

My own personal experience goes to prove that these suggestions are impracticable, first, as to Drivers, even supposing it were possible, the men themselves would object to the arrangement. A Driver or Fireman is constantly around his engine on the road and at stations; he must also have a clear look out a-head. Partial tatting is useless, unless the hot air can be entirely excluded; the remedy is worse than the disease. Again, water running down an engine would ruin her appearance, blister the paint, and would be objected to by the Driver, who should take a pride in his engine's appearance. Often carriages (all our composite and second-class carriages) have double roofs. The Guards' vans are also in course of having double roofs put on. Of the third-class carriages I do not see the utility of going to the needless expense; these carriages are almost exclusively used by the lower class of natives who take no heed of the sun at all travelling all day long in it. The single roof even may be hardly called for; they would be quite content to travel without any covering at all. As to tatting the carriage windows my own trial some time since proves this a failure; unless the wind blows directly into the tatty it is worse than useless, and on a line such as ours with many curves the wind is as much a-head as on the side, when the wind is a-head it makes the carriage almost suffocating, so much so that I have given mine up having had to take it off on the journey. The hot winds are mild in this part of India as compared with Northern Bengal, and I, with others, prefer the dry warm wind to a damp heat. The same objection as to water destroying the paint and varnish applies. It is an error to suppose that the expense of keeping tatties in order would be insignificant unless fixtures; they are always coming to pieces and rotting. The general idea seems reasonable enough, but practically it would be far from a success.

No. 211. ORDER THEREON, 13th September 1870, No. 2,196.

RAILWAY, No. 20.

ORDERED that this letter and its enclosures be forwarded to the Government of India for information with reference to their Proceedings, Nos. 617-R. and 1,289-R., dated 5th April and 22nd July 1870 respectively.

(True Extract.)

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

No. 212.

DOCKET, No. 2,197, dated 13th September 1870.

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 349-

From

Captain H. L. Picardier R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

Referring to the observations of His Excellency the Governor General in Council embodied in G.O. No. 1961, dated the 17th instant, I have the honour to forward the letters marginally noted, on the subject of affording protection from heat to passengers and servants of Railway Companies during the hot season.

From the Agent & Manager Madras Railway Co.
No. 472 of 25 August 1870.
From the Agent & Manager S. P. of S. P. Co.
No. 3574 of 7 June 1870.

2

The Agent and Manager of the Madras Railway states, that immediately on receipt of the Government communication, he had latties put up on 1st and 2nd class carriages, experimentally, and that these being appreciated, he ordered the practice to become general.

The Agent considers the 3rd class carriages afford sufficient cover to the native passengers; especially as sun-shades are being provided at a considerable cost, and that it is not necessary to incur the expense of adding a second roof. The drivers have had latties supplied to them, to fix upon the sides of the awnings of the Engines: but they do not appreciate them.

Latties have also been attached to the windows of the guards Brake Vans.

3 The Agent of the Great Southern of India Railway considers, a single roof, and sun shade, afford adequate protection to the people who use the 3rd class carriages: also, that there is plenty of ventilation in the guards compartment, while the carriage is moving. The Locomotive Superintendent gives his opinion, that for drivers and firemen, who move about the Engine, partial protection by latties is useless; and that in the carriages, unless the wind blows directly upon the window, the latty is worse than useless.

Objection

Objection is also put forward to the effect of the water in injuring the paint and varnish of Engines and carriages, and to the expense of maintaining the tatters.

4 The tatty at present in use on the Madras Line, consists of a canvas mat buttoned on, outside each of the carriage windows: and which can be taken off and put on, by the passengers. Water is poured on, at each station by a coby from a watering-pot. This arrangement is not all that could be desired, as in a long run between stations, the

the canvas becomes perfectly dry: but Mr. Colvin deserves the thanks of the public, for having promptly taken measures to provide a partial alleviation of the discomfort of travelling in the great heat. The expenditure also is found to be so trifling as not to necessitate any addition to the ordinary fare.

Madras
31 Aug
1870

I have the honour to be,
Sir,
Yours most Obedt Servt:
Chas. Henderson Esq Capt 1st
Adj: Gen: Genl for Rags

No 2196-13. S. M. 50

140210
The Secretary to Government,
P. W. Department,
Fort St. George,
Madras 4-9-1-9-8-87.
The subject of affording
protection from heat &
sunburners & sunburners at

Dated 27th
Received 12th
No. 249-
1870.

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

From
The Consulting Engineer
for Railways,

Railway Commission
during the heat season.

1870
13th August
1870

RAILWAY DEPARTMENT.

No 472

Madras Railway
Agent and Manager's Office.
Madras 25th August 1870.

From

R. B. Clavin Esqre
Agent and Manager of the M. R. Co.

To

Captain. H. L. Pendergast. R. E.
Acting Consulting Engineer for Railways

Sir,

With reference to your endorsement upon
Order of Government No 1961 dated the 17th instant,
I have the honour to inform you that upon the
receipt of your letter No 241 of the 13th of May
last, accompanied by G. O. of the 11th May,
No 1230, I immediately gave instructions that
Tatties should, by way of experiment be attached
to the windows of one or two of the 1st and 2nd
Class Carriages of Day trains as suggested by
His Excellency the Governor General in Council.

* Copy enclosed

2 They appeared to be so much appreciated
by the Travelling Public that on the 2nd of June
a Circular was issued instructing Station Masters
that the practice was to become general and
giving directions as to the arrangements for keeping
them moist &c &c.

3 As the expenditure incurred has been

but trifling, and having regard to the difficulty which would be experienced in apportioning among a carriageful of Passengers a charge for the accommodation which has thus been afforded, the Tatties are affixed to all 1st and 2nd Class Carriages of Day trains (excepting in cases where a special request is made to the contrary) and no extra payment is demanded. They are also attached to the Windows of the Guards' Brake Vans.

4 With regard to the Third Class Carriages I have the honour to state that I am not prepared to recommend a further expenditure for the provision of second roofs as suggested. I have I trust a due regard for the comfort of our third class Passengers, and you are aware that a large expenditure is now being incurred in fitting up the third class Carriages with Sun-shades.

5 These are being rapidly completed, many of the vehicles now in use having the shades attached to them, and after full consideration I am of opinion that a further outlay is not required. Our third class Passenger Traffic is entirely composed of natives, who of course do not feel the excessive heat as Europeans do, and I am informed that they express much satisfaction at the provision of the

2/5
Sun-shades.

6 The Drivers of the Locomotives on this Railway have been supplied with Tatties to fix upon both sides of the awnings of their Engines, but as a rule they object to the use of them.

7 The present description of awning has hitherto been found to answer very well, and the Acting Locomotive Superintendent informs me that no complaints have ever been made by the Drivers as to their inefficiency in protecting them from the sun.

8 The height of the awning from the foot plate is 6 ft. 10 1/2 inches, as high as it has been considered expedient to raise it on account of the high winds which prevail in the Districts traversed by this Railway.

I have the honor to be
Sir

Your most obedient servant

W. J. Lister
Agent and Manager.

Copy of Circular issued by the Traffic
Manager, Dated 2nd June 1870.

Muskus Satties for 1st and 2nd Class
Carriages and Guards Brake Vans.

On and after this date, Muskus
Satties will be fixed to the Windows of First
and Second Class Carriages and Guards Brake
Vans running in Day Trains, and Guards
will be held responsible for their being properly
watered at all stopping stations.

Station Masters are requested to have a
good supply of water in chatties ready on
arrival of all Day Trains for wetting these
Satties, and Guards must enter on their Journal
all cases where this order is neglected.

(True Copy)

J. N. Mellis.
for the Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railway

O. N. 3442/70

Dated 25th August 1870

Recd. 27th "

No. 442

Reporting the means
that have been adopted
on the Madras River
for the protection of
bees of the Camp
servants and of p
in frames

Comptroller

No. 3574

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

June 4th 1870.

From

THE AGENT,

Great Southern of India Railway,

To

The acting Consulting Engineer
for Railways
Madras

SIR,

I refered your letter No 227 of the
13th Ultimus to the Locomotive
Superintendent and I now attach
for your information copy of his
remarks thereon.

In the opinion he has given
I concur generally. On this railway
there is no European third class
traffic and the third class carriages
are sufficiently protected (by single
roof and sun shades) from weather
for the people who use them. With
regard to what third class accommodation
should be the opinion of the public,
be. I quote the following extract
from the proceedings of the Madras
Government Public Works Department
24th October 1867. The Collector
of

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS' OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway,

To

Mr. Tanyore says he certainly thinks the carriages should be "nothing" more than open trucks with high sides to prevent the passengers from falling out, but without seats, windows, or tops" and Deputy Collector A. Sashiah proposed that the third class carriage "should contain the least accommodation consistent with the safety of the passengers and no more. They should consist of nothing more than trucks covered in with tarpaulins without seats or other comforts."

The Assistant Traffic Manager reports to me that so far as the guards compartments are concerned there is plenty of ventilation whilst the carriage is moving - it is only when the train stops for a few minutes at the stations that the heat is felt, and at such times lattices would

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____ 18

From

THE AGENT,

Great Southern of India Railway,

To

SIR, would be useless, as a Guard's duty takes him from his van directly the train is pulled up at the platform.

I have the honor to be,

Yours most obedt. servant

William A. B. T. G.
agent.

Great Southern of India Railway

Letter from the Locomotive Superintendent
No. 361, dated the 6th June 1870 to the
Agent

The Government paper of 11th May 1870
on the subject of tatters

My own personal experience goes
to prove that these suggestions are impracticable
as to Drivers. Even supposing it were
possible the men themselves would object
to the arrangement. A Driver or Fireman is
constantly round his Engine on the road and
at Stations. He must also have a clear
look out ahead. Partial tattering is useless
unless the hot air can be entirely excluded
the remedy is worse than the disease - again
water running down an Engine would ruin
her appearance, blisters the paint and would
be objected to by the Driver who should take
a pride in his Engine's appearance. Open Carriages
all our Composite & 2nd Class Carriages have
double roofs. The Guards Vans are also in
course of having double roofs put on - of the
3rd Class Carriages I do not see the utility
of going to the needless expense. These Carriages
are almost exclusively used by the lower
Class of natives who take no heed of the Sun
at all travelling all day long in it the
single

Colony Office

21/5/74

From the City and

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Public Works Department
 No. 2198
 Proceedings of the Madras Government
 Under date 13th Sept 1870
 Read the following

From The Consulting Engineer for Railways. } H. E. No. 349 of 31st August 1870

Ordered that this letter
 and its enclosures be for-
 -warded to the Govt. of
 India for information with
 reference to their Proceedings
 Nos. 617 R and 1289 R dated
 5th April and 22nd July
 1870 respectively.

21/9/70
 The Consulting Engineer for
 Railways
 Recd. 14/9/70

No. 2197
 Docket No. 9

Copy of the above
 forwarded to the Govt.
 of India.

4/10/70
 15/10/70
 Recd. 14/9/70 with
 25 fine copies

1870-3442/70

Sketch.

Forwarding copy of Memo.
on the letter from the Dy. Commr.
for Railways submitting correspondence from the Agents of the
Madras and G. S. of S. Railway
reporting the measures that
have been adopted for the
protection from heat of passengers
and servants of the Railway Companies in trains
during the hot season.

CP 3442

Govt. of India

PUBLIC WORKS.

The Ag. Consulting Engrs
for Railways
And
To the Secretary to the Govt
of India

4

13 Sept: 1896

210-1119212

Trains (Railway). Packing
orders on the letter from the
Ag. Engrs for Railways Govt.
submitting correspondence from
the Agents of the Madras & G. S.
of Railways reporting the
measures that have been
adopted for the protection
from heat of passengers and
servants of the Railway Com-
panies in trains during the
hot season.