M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

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MADRAS RECORD OFFICE.

Government of Madras.

P & Services DEPARTMENT.

G.O. No. 2186-87 Press / Mis.

928-94.

Dated 25 8 18 .

Not to be folded or roughly handled

No. 342. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 29th July 1871, No. 333 :—

WITH reference to G. O., No. 1,081, of the 18th April 1871, I have the honour to forward letters from the Agents of the Railway Companies on the proposals of the Government of India for undertaking the maintenance and technical supervision of the Railway Telegraphs, or for taking over the existing lines.

Madras, No. 440, 21st July.
Great Southern, No. 4,083, 26th June.
Carnatic, No. 69, 13th May.

2. Each of the Agents expresses his opinion strongly against the system that would be carried out by the draft license, principally on the score of division of responsibility in the signalling being in the hands of the Company, and the charge of the wire under the Telegraph Department.

3. The Agent of the Madras Railway exemplifies this view by his experience of the inconvenience arising from the management of his telegraph being shared by the Engineering and Traffic Departments, and also gives figures to show that the Railway Telegraph is maintained at a cost less than that of the Government Telegraph.

4. The Agent of the Great Southern of India Railway thinks it would be to the interest of the Company to give up the receipts from public messages rather than imperil the efficient working of the Railway. And the Agent of the Carnatic Railway understands that the contract with the Secretary of State provides for the Company erecting a telegraph for its own purposes. I do not, however, see how Mr. Fisher arrives at this interpretation, for the 4th clause of the contract reads thus,—" and the railway shall if required by the Secretary of State in Council and at such time or times as he shall in writing require be kept or be provided with an electric telegraph constructed along all or such part or parts of the railway, and upon such principle and under such regulations as to its use and the terms of its use as the Secretary of State in Council shall in writing direct or approve of.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 21st July 1871, No. 440.

I HAVE the honour to inform you, in reply to your letter No. 247, of the 20th April last, that I have, in communication with the Acting Chief Engineer and the Traffic Manager, given my careful consideration to the proposition of His Excellency the Governor-General in Council that the maintenance of the Railway Telegraph lines and the technical arrangements of the offices should be taken over by Government.

2. The Government of India, in their Proceedings dated 7th March 1871, No. 125-T., base their views respecting this question on the grounds of economy alone. I have, therefore, made inquiry as to the comparative cost of maintaining the Government and the Railway Telegraph lines in this Presidency, and I find that the cost of maintaining our telegraph offices during the half-year ending 30th June last was Rupees 20-14-2 per station per month, including stores and repairs to instruments. The total expenditure on our lines, including stores during the same period, was only Rupees 1-2-8 per mile per month. The actual cost of maintaining the Government Offices and lines in the Madras Division, not including Assistant Superintendent, Telegraph Masters,

G. O., No. 1,081, 18th April 1871.

Signallers, office rent or *stores*, is, I understand, Rupees 56-11-1 per month per office, and the cost of maintaining the lines, *not including stores*, Rupees 3-12-9 per mile per month; so that the cost of maintaining this Company's Telegraph is far lower than that of maintaining the Government lines, and the plea of economy cannot therefore be urged as far as the Madras Railway is concerned.

3. But even were the fact established that the proposition of the Government of India would ensure greater economy in working, I am of opinion that the division of responsibility which would be thereby introduced would render the measure wholly inexpedient.

4. Under the present constitution the Company is responsible to the Government and to the public for the efficient administration of the affairs of the railway in every particular. The proposition of the Government of India to place the maintenance and technical supervision of our wires under the Government Telegraph Department, and to leave the Railway Company to control the signalling staff would at once introduce an element of discord, inasmuch as the servants of the Company would attribute interruptions to the shortcomings of the Government Telegraph Department, while, on the other hand, the Government Department would endeavour to show that the fault was due to the signalling staff; and, in my opinion, it would be very difficult to harmonize such an arrangement as the one proposed, which would give to Railway Companies a very plausible excuse for irregularities which they are precluded from making under the present system, for the efficiency of which they are entirely responsible.

5. As an instance of the evils of dividing responsibility, I may mention that, under our present arrangements, the maintenance and supervision are under the Chief Engineer, and the signalling staff is under the Traffic Department, and this division of control appears to me to be the one particular in which our system is scarcely satisfactory, and is an imperfection which has been so seriously felt that last year we discussed the possibility of giving undivided control to one department, which was however found to be impracticable. The Chief Engineer and the Traffic Manager are, however, equally responsible to one Company for the efficient working of the telegraph, and the inconvenience which is experienced from the division of responsibility between them is trifling compared to what I should anticipate were the duties divided between the Government and the Railway Company.

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 26th June 1871, No 4,083.

YOUR memorandum No. 196 of the 22nd instant, covering copy of G. O., No. 1,065, of the 20th idem, has been received.

2. Taken in connection with the paper noted in the margin the suggestions made refer to a transfer, from the Railway Officers to the Officers in the Government Telegraph Department, of the maintenance and technical supervision of the telegraph of the Railway Company.

Government of India Proceedings Public Works Department, (Telegraph,) 7th March 1871, No. 125-T.

3 As the Government of India have expressed their readiness to receive representations on the subject of the proposed alteration in the system of working, I beg respectfully to request a re-consideration of their Resolution so far as it affects that subject.

4. The Officers of this Company, with whom I have consulted, strongly deprecate the slightest semblance of divided responsibility in anything connected with the control of the Telegraph Department of a single line of railway, a department upon which the efficient working of the line so much depends. As the Chief Engineer justly remarks, "the very essence of promptitude and efficiency is that a department should be controlled by one head upon whom the responsibility may be held down for efficient working. All that tends to weaken this sense of responsibility is enervating to the whole system."

5. At but five stations out of the twenty-two where we have telegraph offices established, can it be said that we do work for the public, and even at those five the number of public messages

Proceedings of the Madras Government, Public Works Department, 25th August 1871.

transmitted is insignificant, the total receipts averaging about Rupees 70 per week. The Great Southern India Telegraph practically should not be looked upon as anything but a Railway Telegraph, and the mode of working, which is best suited for the working of such a telegraph, should be adopted. For nearly twelve years we have followed the system now in force, and it has worked admirably, and I trust that Government, after this representation, will be pleased to permit it to remain unaltered.

6. I am aware that if the terms of the license (which the Director-General of Telegraphs in India admits, in his letter No. 2,967½, dated 28th February 1863, "in some respects are rather "vague, and in others perhaps more peremptory than appears altogether essential") are not acted up to, the license can be revoked. The efficient working of the railway, however, is of so much more importance to the Company than the small amount of money realized by the transmission of public messages that it would be to the interest of the Company to sacrifice the latter rather than imperil the former.

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 13th May 1871, No 69.

WITH reference to your letter No. 87, dated the 20th ultimo, with copy of G. O., No. 1,081, on the subject of the Railway Telegraphs in India, I have the honour to submit that the proposal by the Government of India to undertake the maintenance and technical supervision of the telegraph to be constructed for our railway purposes is not one to which I can offer a favourable reception.

2. The contract between the Directors of this Company and the Secretary of State as I understand it, provides for our erecting a telegraph for our own railway purposes, and further contemplates our using it for public purposes at tolls, not exceeding a maximum such as they may fix.

3. Were this not the case, however, the importance of the telegraph in working a single line of railway, and the necessity of an absolute control over all the officials upon whose conduct and efficiency the safety of the public might have to depend precludes my consenting to any arrangement by which the parties having charge of the maintenance of the telegraph would be relieved from a direct and immediate responsibility to this agency.

4. Whatever may be the objection to the Company using the telegraph for public purposes, I am strongly of opinion that the wires necessary for traffic purposes, if they are to be any use at all, must be entirely under the control of the Company both as regards working and maintenance.

5. In the event of the proposition of the Government of India being carried out, the result that it would be calculated to produce would, as it appears to me, be a constant squabble between servants of the Company and those of the Government; as to the cause of any failure that might arise, the Signaller would lay the blame on a fault in the line, and the maintenance man would declare the line to be all right and lay the fault on the Signaller, and thus the danger of producing discord between higher authorities would be created.

6. Again, any interruption of the line, on the occasion of accident or delay to a train, if not promptly repaired, might, if the telegraph were relied upon, lead to consequences which I should be afraid to contemplate, and with a divided responsibility, the Signaller being a Company's man and the maintenance officer being a Government man, there would be a doubt about the Agent having the power to enforce instant attention to the repair of the line.

7. So far as my experience goes, and I have had some, the telegraph, unless thoroughly under control and efficient, is a source of danger instead of safety; it would, in my opinion, at any time be unwise to rely solely on the telegraph for the safe working of a railway under conditions such as obtain in India, but under conditions such as are proposed it would, I think, be valueless or nearly so, and, therefore, I cannot look with favour on the proposals of the Government of India on this subject

Proceedings of the Madras Government, Public Works Department, 25th August 1871.

No. 343. ORDER THEREON, 25th August 1871, No. 2,186.

RAILWAY, No. 45.

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

(Here enter No. 2,187, dated 25th August 1871.)

(True Extract.)

Captain, R.E.,
Under-Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.,

5A

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *25th August* 1871.

No. 344.

No. 2,187.

To

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

RAILWAY, No. 46.

SIR,—With reference to the Resolution of the Government of India under date the 7th March 1871, No. 125-T., regarding the transfer, to the Government Telegraph Department, of the maintenance and technical supervision of Railway Telegraphs, I am directed to forward the accompanying papers containing an expression of the views of the several Railway Agents on the proposal, together with the comments of the Consulting Engineer.

2. It will be observed that the Agents are strongly opposed to the measure principally on the ground of the inconvenience that it is supposed would result from the somewhat divided responsibility which the arrangement involves. Apprehensions are also entertained of the efficient working of the railways being endangered by the course suggested.

I have the honour to be,
Sir,
Your most obedient servant,

Captain, R.E.,
Under-Secretary to Government.

Exd. E. C. Shunker.

No. 440

Madras Railway Company
Madras 21st July 1871.

From

Beresford Anderson Esqre
Acting Agent & Manager, M. R. Co.

To

Major H. L. Prendergast C. R.
Acting Consulting Engineer for Rys.

Sir,

I have the honor to inform you in reply to your letter No. 247 of the 20th of April last that I have in communication with the acting Chief Engineer and the Traffic Manager given my careful consideration to the proposition of His Excellency the Governor General in Council that the Maintenance of the Railway Telegraph Lines and the technical arrangements of the Offices should be taken over by Government.

2. The Government of India in their Proceedings dated 7th March 1871, No. 1207 bases their views respecting this question on the grounds of Economy alone. I have therefore made inquiry as to the Comparative cost of maintaining the Government and the Railway Telegraph Lines in this Presidency and I find that the cost of maintaining our Telegraph Offices during the half year ending 30th June last was Rs 20.14.2 per station per month including Stores and repairs to Instruments. The total expenditure on our Lines, including Stores during the same period was only Rs 1.2.8 per mile per month. The actual cost of

F.O. No. 1081 of 18th April 1871.

maintaining the Government offices and lines in the Madras Division, not including Assistant Superintendents, Telegraph Masters, Signallers, office rent or Stores, is understood Rs. 56.11.1 per month per office, and the cost of maintaining the lines not including Stores Rs. 3.12.9 per mile per month. So that the cost of maintaining this Company's Telegraph is far lower than that of maintaining the Government lines and the plea of economy cannot therefore be urged as far as the Madras Railways is concerned.

3. But even were the fact established that the proposition of the Government of India would ensure greater economy in working I am of opinion that the division of responsibility which would be thereby introduced would render the measure wholly inexpedient.

4. Under the present constitution the Company is responsible to the Government and to the Public for the efficient administration of the affairs of the Railway in every particular. The proposition of the Government of India to place the maintenance and technical supervision of our wires under the Government Telegraph Department and to leave the Railway Company to control the signalling staff would at once introduce an element of discord, inasmuch as the servants of the Company would attribute interruptions to the shortcomings of the Government Telegraph Department while on the other hand the

Government Department would endeavour to show that the fault was due to the Signalling staff, and in my opinion it would be very difficult to harmonize such an arrangement as the one proposed, which would give to Railway Companies a very plausible excuse for irregularities which they are precluded from making under the present system, for the efficiency of which they are entirely responsible.

As to the instances of the evils of dividing responsibility I may mention that under our present arrangements the maintenance and supervision are under the Chief Engineer and the Signalling staff is under the Traffic Department, and this division of control appears to me to be the one particular in which our system is scarcely satisfactory, and is an imperfection which has been so seriously felt that last year we discussed the possibility of giving undivided control to one Department, which was however found to be impracticable. The Chief Engineer and the Traffic Manager are however equally responsible to one Company for the efficient working of the Telegraph, and the inconvenience which is experienced from the division of responsibility between them is trifling Compared to what I should anticipate were the duties divided between the Government and the Railway Company: I have the honour to be

Sir

Your most Obed't Serv't.

Blanford Andrews.

Ag. Agent & Manager.

WW

No. 1083 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 26th June 1871

From

THE AGENT,

Great Southern of India Railway,

To The Acting Consulting Engineer
for Railways
Madras

SIR,

Your Memo No 196 of the 22nd Instant covering copy of G.O. No 1665 of the 20th Idem has been received

Taken in connection with the paper noted in the margin the suggestions made refer to a transfer, from the Railway Officers to the Officers in the Government Telegraph Department of the maintenance and technical supervision of the telegraph of the Railway Company

Govt of India Proceedings 8th (Telegraph) 7th Mar/71. No 125 T.

3. As the Government of India has expressed its readiness to receive representations on the subject of the proposed alteration in the

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21441 Railway.

From Acting Consulting Engineer for Railways Madras

To the Secy: Govt: Public Works Dept:

Rcd 21st Ult: Ans: 26th Idem

No 440.

Submitting his views with regard to the suggestion made by the Government of India, that the maintenance and supervision of Railway telegraph lines should be transferred to the Government Telegraph Department.

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the system of working, I beg respectfully to request a reconsideration of their Resolution so far as it effects that subject

4. The Officers of this Company with whom I have consulted strongly deprecate the slightest semblance of divided responsibility in any thing connected with the control of the Telegraph department of a single line of Railway - a department upon which the efficient working of the line so much depends - As the Chief Engineer justly remarks "the very essence of promptitude "and efficiency is that a department "should be controlled by one head, "upon whom the responsibility may "be held down for efficient working "All that tends to weaken this sense "of responsibility is enervating "to the whole system."

5.

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 18

From

THE AGENT,

To

Great Southern of India Railway,

Sir,

5 At but five stations out of the twenty two where we have telegraph offices established, can it be said that we do work for the public. And even at those five the number of public messages transmitted is insignificant, the total receipts averageng about Rs 70 per week. The G. S. I telegraph practically should not be looked upon as any thing but a railway telegraph, and the mode of working which is best suited for the working of such a telegraph should be adopted. For nearly twelve years we have followed the system now in force and it has worked admirably, and I trust that Government after this representation will be pleased to permit it to remain unaltered.

1869

6 I am aware that if the terms of the Licence (which the Director General of Telegraphs in India admits, in his letter #2967/p dated 28th February 1866, "in some respects "are rather vague and in others "perhaps more peremptory than "appear altogether essential" / are not acted up to, the Licence can be revoked. The efficient working of the railway however is of so much more importance to the Company than the small amount of money realized by the transmission of public messages, that it would be to the interest of the Company to sacrifice the latter rather than imperil the former.

I have the honor to be
Sir
Your most obedient Servt
William Stokes
Agent

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No. GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 18

From THE AGENT,

To Great Southern of India Railway,

SIR,

Carnatic Railway Co: (Limited).
Agent & Manager's Office,
Madras 13th May 1871.

No. 69.

From,
J. J. Fisher Esqre
Agent & Manager
Carnatic Railway.

To
Major A. L. Prendergast R.E.
Ag: Cons: Engr: for Rys.
Madras.

Sir,

With reference to your letter No 87. dated the 20 ultc. with Copy of G. O. No 1081. on the subject of the Railway Telegraphs in India I have the honor to submit that the proposal by the Government of India to undertake the maintenance & technical supervision of the Telegraph to be constructed for our Railway purposes is not one to which I can offer a favorable reception.

2. The Contract between the Directors of this Co: & the Secretary of State as I understand it provides for our erecting a Telegraph for our own Ry: purposes & further contemplates our using it for public purposes at Tolls, not exceeding a maximum such as they may fix.

3. Were this not the case however, the importance of the Telegraph in working a single line of Railway and the necessity of an absolute control over all the officials upon whose conduct & efficiency, the safety of the Public might have to depend precludes my

No. 1083

From
The Agent
G.S.I. Ry. Co.

To
The Superintending Engr.
Public Works
Madras

Dated 28th June 1871

Received 1st July 1871

Registered & acknowledged

GREAT SOUTHERN OF INDIA RAILWAY.
AGENT'S OFFICE,
NEGAPATAM,
18

From
THE AGENT,
Great Southern of India Railway,

To

SIR,

my consenting to any arrangement by which the parties having charge of the maintenance of the Telegraph would be relieved from a direct & immediate responsibility to this Agency.

4. Whatever may be the objection to the Co: using the Telegraph for public purposes, I am strongly of opinion that the wires necessary for traffic purposes, if they are to be any use at all, must be entirely under the control of the Co: both as regards working & maintenance.

5. In the event of the proposition of the Government of India being carried out, the result that it would be calculated to produce would as it appears to me be a Constant squabble between Servants of the Co: and those of the Government as to the cause of any failure that might arise. the signaller would lay the blame on a fault in the line, and the maintenance man would declare the line to be all right & lay the fault on the signaller, and thus the danger of producing discord between higher authorities would be created.

6. Again any interruption of the line on the occasion of accident or delay to a train, if not promptly repaired might, if the Telegraph were relied upon lead to consequences which I should be afraid to contemplate, and with a divided responsibility, the signaller being a Co's man and the maintenance officer being a Govt. man there would be a doubt about the

agent

From

The Secretaries & Agents,
INDIAN TRAMWAY COMPANY,
(LIMITED.)
MADRAS.

To

The Consulting Engineer
for Railways.

DATED
RECD.

No.

Agent having the power to enforce instant attention to the repair of the line.

7. So far as my experience goes I have had none, the telegraph system thoroughly under control sufficient, so as power of danger instead of safety, it would in my opinion at any time be unwise to rely wholly on the telegraph for the passworking of a Railway under conditions such as obtain in India, but under conditions such as are proposed it would I think be valueless or nearly so therefore I cannot look with favor on the proposals of the Government of India in this subject.

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

Jas. J. Fiddes
Agent Manager.

From

The Secretaries & Agents,
INDIAN TRAMWAY COMPANY,
(LIMITED,)
MADRAS.

To

The Consulting Engineer
for Railways.

DATED
RECD.

No.

2nd

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. [illegible]

From Major H. L. Prendergast RE,
Offg. Consulting Engineer for Railways,

To Colonel J. Carpendale RE,
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

With reference to G.O. No. 1081 of the 18th April 1871, I have the honour to forward letters from the Agents of the Railway Companies on the proposals of the Government of Madras for undertaking the maintenance and technical supervision of the Railway telegraphs, or for taking over the existing Lines.

2. Each of the Agents expresses his opinion strongly against the system that would be carried out by the draft License principally on the score of division of responsibility.

Madras, 4th
2nd Aug -
Great Southern
1088 - 26th June
- Carnatic
69 - 13th May.

From
The Secretaries & Agents, Madras
~~SOUTH INDIAN~~ COMPANY,
Carnatic ~~Railway~~ Co.
(LIMITED,)
MADRAS.

To
The Consulting Engineer
for Railways.

DATED 13 May 1871.
RECD. 15 " "

No. G.

Referred to Messrs
with the Letter
By the Secretary
taking over the Railways
Railway Telegraphs.

RB 20/7/71

responsibility in the signalling being in the hands of the Company, and the charge of the wire under the Telegraph Department.

3. The Agent of the Madras Railway exemplifies this view, by his experience of the inconvenience arising from the management of his Telegraph being shared by the Engineering and Traffic Departments, and also gives figures to shew that the Railway Telegraph is maintained at a cost less than that of the Government Telegraph.

4. The Agent of the Great Southern of India Railway thinks it would be to the interest of the Company to give up the receipts from public messages rather than imperil the efficient working of the railway - and the Agent of the Carnatic Railway, understands that the Contract with the Secretary of State provides for the Company erecting

erecting a Telegraph for its own purposes.

I do not however see how Mr Fisher arrives at this interpretation for the 4th clause of the Contract reads thus "and the Railway shall if required by the Secretary of State in Council and at such time or times as he shall in writing require be kept or be provided with an electric telegraph constructed along all or such part or parts of the railway and upon such principle and under such regulations as to its use and the terms of its use as the Secretary of State in Council shall in writing direct or approve of".—

I have the honour to be
Sir
Your most obedient servant

Madras
27th July
1871

Chas Pennington Major RE
Ag. Chief Engr for Railways

Public Works Department 15

No. 2186.

Proceedings of the Madras Government

Under date the 25th August 1871

Read the following

From The Consulting Engineer for Railways } H. E. No. 3337/29th July 1871

Ordered that these papers be forwarded to the Government of India.

H. E. No. 2187 dated 25th Aug.

To

The Cons. Engineer for Railways.

Desp. 28/8/71.

So.

The Secy: to the Govt. of India, P. W. D.

Sir,

With reference to the Resolution of the Govt. of India under date the 7th March 1871, No. 125 T. regarding the transfer to the Govt. Telegraph Departt. of the maintenance and

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Railway Department

No. 3337

From

The Consulting Engineer for Railways,

To

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

Dated 29th July 1871.

Received ...

No. 2186-2187 - 25th Aug.

technical supervision of Railway Telegraphs I am directed to forward the accompanying papers containing an expression of the views of the several Railway Agents on the proposal, together with the comments of the Consg Engineer.

It will be observed that the Agents are strongly opposed to the measure principally on the ground of the inconvenience that it is supposed would result from the somewhat divided responsibility which the arrangement involves. Apprehensions are also entertained of the efficient working of the Railways being endangered by the

the course suggested.

Dated 31

Desp 28/8/71 with 25 Copies
Govt 2186 of 1871-

Copy /.

I am directed to forward herewith a letter from the Secretary to the Board of Trade, relative to the transfer to the Government Telegraph Department of the Railway Telegraphs, and informing that the Railway Companies are agreeable to the arrangement

3611 - L. 3667.

Govt of (1871) Madras.

PUBLIC WORKS.

To The Actg Consulting Engr
for Railways
and
To the Secretary to the Govt
of India

Dated

Recd.

No. 3

G. O. 25 August, 1871. 2186-2187.

Nos. 342-343-344

Telegraphs. Referring
to Govt order on a letter from the
Consulting Engineer forwarding
the replies of the Railway
Agents on the proposal of
the Govt of India for
undertaking the maintenance
of the Railway telegraph