

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1399-1400 66-69	Press Mis.
Dated 6. 6.	1872.

Not to be folded or roughly handled

Read the following letters:—

No. 66. From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 11th January 1872, No. 11.

With reference to G. O., No. 1,112, of the 20th April 1871, I have the honour to forward letters from the Agents of the Railway Companies on the subject of working the traffic of Indian Railways, rolling stock, etc.

2. The Agent of the Great Southern of India Railway considers it would not be good policy to have the same kind of passenger carriage on all Indian Railways, as a carriage designed for a long journey of two or three days and nights is not required for a short journey of not more than one day; that three classes of accommodation are sufficient; that the "line clear" system of working traffic is the best; that the speed of trains should be limited to 20 miles an hour, including stoppages; that two classes of service for goods are not necessary; that communication between passengers and the Guard is not needed owing to the short distances between stations. In a previous letter of the 4th April 1870, published in G. O., No. 2,337, of the 15th September 1871, Mr. Betts states that fast and slow goods trains would not answer, and that the only way to increase the traffic is to despatch goods with the utmost speed without reference to class. The goods waggon in favour on this line is the 10-ton covered waggon, of which a drawing was sent to the Government of India on the 17th January 1870, G. O. No. 188.

3. The Agent of the Madras Railway refers to a former letter of 25th July 1871, No. 448, forwarding the Traffic Manager's report, which shows that the "open sided goods waggon" is the most convenient for general use; and deprecates the division of goods traffic into fast and slow. The Traffic Manager argues strongly in favour of the new composite carriage lately built, giving this design the preference to the sleeping carriages introduced on the other railways.

The trains on the Madras Railway are worked by the Guard and Driver to a time-table, no train being allowed to follow another within 15 minutes, and no train being allowed to pass through a meeting station until the train from the opposite direction has arrived. The question as to the best mode of working the traffic, with reference especially to large bridges, has been treated in the Agent's letter of the 28th June 1871, No. 386, submitted to the Government with my letter No. 570 of the 28th December 1871. Mr. Elwin proposes the establishment of a general clearing-house now that there is connection with the Great Indian Peninsula Railway and other more distant lines.

4. The Agent of the Carnatic Railway thinks much good would result from an annual conference if held at a convenient place. Mr. Betts does not attach much importance to such meetings, but thinks the opinion of the majority should be accepted by the members. Mr. Elwin is in favour of a Conference, and would also have the resolutions made binding, each Government being represented by their Consulting Engineer.

5. As regards the design of rolling stock, both for passengers and goods, I am of opinion that uniformity is by no means desirable.

*Proceedings of the Madras Government, Public Works Department,
6th June 1872.*

6. Great advantage is shown to have been experienced from the construction of the iron cylindrical waggons on the East Indian Railway. On the Madras Railway, however, it is found that the best carriage is one that will take miscellaneous goods, being open so as to carry long iron rails; while a closed waggon has hitherto suited the nature of the goods traffic on the Great Southern Railway, though it is proposed to have a different open waggon for the new cotton traffic that will be brought on the extension of the line through the cotton bearing tracts of Tinnevely. For passengers travelling long distances different accommodation is required from that which will suffice for a journey of only a few hours in the day time. The Traffic Manager of the Madras Railway considers that the first consideration with passengers is privacy, but I do not altogether agree with this view; the sleeping carriage used on the Great Indian Peninsula Railway is, in my opinion, much preferred by passengers to the Madras carriage, though the latter may be the more economical carriage to run between Madras and Raichore.

7. The drawing of the composite carriage, referred to in paragraph 2 of Mr. Elwin's letter of the 16th December, will be submitted in a few days. The block system of working the traffic is usually acknowledged to be the best, but is expensive, and scarcely necessary on lines where the trains are not frequent. If annual conferences are established, the resolutions passed thereat should be submitted for the sanction of the Government of India, and be subject to their final orders as regards the universal or partial adoption of measures generally recommended.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 16th December 1871, No. 763.

With reference to your letter No. 274 of the 1st of May last, with which was enclosed a copy of G. O., No. 1,112, dated the 20th April 1871, I have the honour to forward, herewith, the copy of a report* made to me by the Traffic Manager in which Mr. Church expresses his views in regard to the form of passenger carriage which he thinks is best adapted for long journeys in this country, and also in regard to the various methods of working Railway Traffic.

2. The best form of carriage for the through traffic between Madras and Bombay has, as you are aware, recently been carefully considered by the officers of this Company, and with my letter No. 735 of the 5th instant, I had the honour to forward you a drawing of a composite carriage which has been constructed in our carriage shops as a sample of those we propose to use for the purpose.

3. I observe from the Proceedings of the Railway Conference, which accompanied the order mentioned above, that the question of goods vehicles was very fully discussed, but I do not think it necessary to make any comments upon the subject here, as the views of the officers of the Madras Railway in regard to the carrying capacity of waggon stock and the description of goods No. 448, of the 25th of July last, since which date we have had no reason to alter our opinions.

4. The question of working has also been the subject of correspondence between your office and mine, and until the orders of Government are communicated to me upon the recommendations contained in Mr. Beresford Anderson's letter No. 386 of the 23th of June last, I have nothing further to say upon the subject.

5. With respect to the proposal to hold an Annual Conference to discuss Railway questions of general interest, I am of opinion that much good would result from the adoption of such a course.

6. One of the first subjects for consideration at the next Meeting should, I think, be the institution of a "Railway Clearing-house" for Indian Railways. This line is now in connection

*Proceedings of the Madras Government, Public Works Department,
6th June 1872.*

with the Great Indian Peninsula, the Great Southern of India, and the Carnatic Railways, and it is probable that we shall shortly be issuing through-tickets to stations on the East Indian and other lines in the north of India.

7. We find that each of the lines with which we are in connection desires to work up to a standard of its own, and that in all the forms and systems of account vary. Much trouble and inconvenience must in consequence be experienced by each of the Companies concerned, and it seems to me that the only remedy would be the establishment of a general clearing-house, by the rules of which all lines of Railway in India should be bound.

8. The Resolutions of the proposed Conference—the Government being represented by the Consulting Engineers—should, in my opinion, be binding. If this is not the case it is possible that the Madras Government would not approve of some Regulation which would find favour with the Bombay Government, and *vice versa*, and so the uniformity of practice, which, in my opinion, is the great end of such a Conference as is proposed, would be destroyed.

9. If it should be considered desirable to convene a preliminary meeting for the purpose of discussing the time and place of holding the Conference, and the best means of giving effect to the proposal of the Government of India, I shall be prepared to attend it myself, or to delegate some officer or officers to represent the Madras Railway Company.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 4th December 1871, No. C/112.

PROCEEDINGS of Railway Conference on rolling stock, and the method of working the traffic on Indian Railways. Order of Government No. 1,112, dated 20th April 1871, embodying Proceedings of the Government of India, dated 29th March 1871, No. 561-R.

The best form of Joint Carriage Stock for the through service.

In determining the best plan of joint carriage stock for the through service between Madras and Bombay, we have to consider—

- 1st.—The probable extent of traffic, and
- 2ndly.—The greatest amount of comfort possible to passengers consistent with the interests of the Companies concerned.

2. It will scarcely be questioned that, except on rare occasions, or on mail days, a composite carriage will suffice for the through first and second class passenger traffic, so that the only question to consider is how this form of carriage can best be arranged to afford the greatest amount of comfort to passengers consistent with the interests of the Railway Companies.

3. The demands of traffic of a precisely similar character, very irregular and limited in extent and requiring the greatest economy in working, carried over distances on this Railway of from 200 to 300 miles, and involving a journey of one night and part of a day (between Madras and Coimbatore), will be a tolerably correct index of the real wants of the public for a journey of two days and two nights (between Madras and Bombay).

4. The carriages used on the night trains of this Railway between Madras and Bangalore (217 miles) and Madras and Coimbatore (302 miles) are 21 feet long, divided into a first class compartment (6' 6" x 8' 0") with four transverse sleeping berths; a first class *coupé* (4' 1" x 8' 0") with two transverse sleeping berths, and a second class compartment (9' 5" x 8' 0") to seat twenty passengers, without closet or washing accommodation of any kind. Small as the traffic is we find in practice that less than two first-class compartments of some kind would not suffice, inasmuch as families object to travel with single men, and ladies travelling alone necessarily require separate accommodation. In a hot climate one would scarcely suppose that the *coupé* compartment would find favour at all, but such is the desire to secure reserved accommodation at the *minimum of cost*, that the *coupé*, small as it is, is in much greater request than the larger four-berth compartments, and is always preferred unless the family or party consists of four in number, or unless

the four-berth compartments can be reserved on payment for the number of berths to be occupied. This desire for privacy is not confined to a few, but pervades the whole of the travelling community, who seem determined to sink every other consideration for the comfort of privacy, and there can be no doubt that in seeking privacy they are best securing themselves other comforts, not the least of which, in a hot climate, it is the liberty of divesting the body of superfluous conventional clothing. It is not difficult to understand that, while a man and his wife travelling together for two days and two nights would consider privacy the greatest comfort they could enjoy, no amount of extra space would compensate them for the intrusion of a strange gentleman or lady.

5. With these remarks, the result of many years' careful observation of the wants of the Anglo-Indian travelling community, I would submit that "privacy" is the first consideration with passengers, and that unless it can be obtained at a reasonable cost we can scarcely claim the credit of studying the "comfort" of the traveller.

6. The present form of sleeping carriage* used on the Great Indian Peninsula Railway will not meet these conditions, as reserved accommodation can only be secured on payment for six fares, equivalent in the case of a man and his wife to three times the ordinary charge, and such a charge would, in most cases, be beyond the means of the traveller.

7. Nor would the carriages proposed by Mr. Imbrie Miller be consistent with the very limited traffic we shall probably have to conduct, inasmuch as it would be necessary to run one whole first class and one whole second class carriage on every through train, instead of one composite carriage which would be sufficient for both classes.

8. With regard to washing accommodation, to which so much importance is apparently attached in some quarters, it does not seem practicable to afford passengers this kind of accommodation without enhancing very appreciably the cost of their journey; and, as at all principal stations on this railway separate waiting-rooms for ladies and gentlemen have been provided with all necessary appliances, it is questionable whether passengers would not prefer to make use of these rooms at different stages of their journey rather than be confined to the use of accommodation provided in the carriage.

9. Being convinced, then, that the first consideration with passengers at all times is privacy, but more particularly on journeys involving even one night's travelling, and that they are prepared to sacrifice for it the comfort of space, and for economy the questionable comfort of washing service between Madras and Bombay, a composite carriage 26 feet long with side doors, divided into two first class compartments, each fitted with four transverse sleeping berths, and two second class compartments, each fitted with six transverse sleeping berths. The first class compartments to be reserved on payment for three first class fares, and the second for six second class fares, which would probably meet the purse of most travellers who require this kind of accommodation.

10. The carriage should be high with low windows, so as to secure the greatest amount of ventilation and fitted with the latest improvements as regards ventilation in the roof. A carriage of this form has lately been constructed at our works, and will be found, I think, a very suitable and economical carriage for the traffic we have to conduct.

11. For third class travellers, I agree with Mr. Imbrie Miller that "great economy seems to be preferable to any high degree of luxury," and that our object must be to carry this kind of traffic at the minimum of cost to the passenger as well as to the Company. The third class carriages used on this line are divided by a back rail into four, five, and six compartments to carry ten passengers each, with reserved accommodation for parties of twenty and thirty.

12. *Method of working the Traffic.*—The system in force on the Madras Railway is, what I understand to be, the American system, that is to say, so long as the trains keep their time-table, which denotes the regularly appointed meeting stations with trains coming in the

opposite direction, and no change can be made in the order of running without the written authority of, or a certified copy of a telegram from, a duly appointed officer. No extra or special train can be run unless previous notice in writing shall have been given to each station or person concerned, or notice by telegraph shall have been sent and acknowledged by every station and person concerned, throughout the distance such extra or special train is intended to run. These trains are arranged either to meet and pass ordinary trains at appointed meeting stations, or to "keep clear," and a train ordered to "keep clear" is required to be at a station where an ordinary train is to be passed at least 20 minutes before such ordinary train is due. No train is allowed to follow another train from the same station at an interval of less than 15 minutes. The system has worked satisfactorily for the last sixteen years, and one of its chief recommendations is economy.

13. The "Block" system in the hands of a reliable staff is unquestionably the most perfect system known, but it is a very costly one to work, and its introduction on Indian Railways can scarcely be justified except over sections of a line where the traffic is very heavy and trains are frequent, or over inclines or bridges requiring careful working.

14. The "line clear" system appears to me to be a positive element of danger, inasmuch as the receiver of the "line clear" has no means of satisfying himself whether he is communicating with the next station on either side, or with a station in advance or in rear. For instance, A, B, C, D, represent four stations on one circuit. A calls B for line clear, and receives an answer, but whether that answer comes direct from B or from C or D in B's name, A has no means of ascertaining. It may be said that before line clear can be given by B he is required to cut off communication by means of a switch with C, but I would submit that a system which admits of the remotest contingency of A being connected with C at the time A is in communication with B, cannot be considered a safe mode of working traffic over a single line of Railway. The "line clear" system can only be safely worked on a station to station wire, and under such conditions is only another term for the "block system."

15. On the best form of goods waggon, and the mode of carrying the goods traffic, I reported in my letter No. C/177, dated 14th July last.

16. There can be no doubt that a periodical conference would be attended with the best results.

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 23rd June 1871, No. 4,080.

In replying to your letter No. 128 of the 1st ultimo, relative to the Proceedings of the Railway Conference, I wish to offer the following remarks:—

Carriage Stock.—I do not consider it would be policy to adopt the same kind of carriage on all Indian Railways. A first class carriage which might be all that could be desired for the through traffic between Bombay and Calcutta would be quite out of place on this line, where our first class passenger traffic averages 6 or a little more than half a passenger per train, and the average distance travelled is only 56 miles. Our composite carriages are well suited for their work.

Classes of Passenger accommodation.—The requirements of the district through which this line runs are amply met by the provision of three classes of accommodation.

Goods Stock.—Detailed reports regarding the improvements which have been made in the construction of our waggon stock have been forwarded to your office. Will you please refer to them on this subject.

Working.—I concur in the general opinion of the Conference regarding the favour in which the "line clear" system is held. This line is worked on that system. I also entertain the opinion that the speed of ordinary passenger and mail trains should be limited to 20 miles an hour, including all stoppages.

Classes of Goods accommodation.—I agree with the Conference in thinking that two classes of service at different rates are not necessary, and that uniformity in the arrangement of "mixed" trains is not possible.

*Proceedings of the Madras Government, Public Works Department,
6th June 1872.*

Communication between Passenger and Guards.—I do not think this is needed on mixed trains run upon a line where the stations are not far apart. I believe the Board of Trade specifies the maximum distance trains may be run without using the "communication."

Locking Carriage Doors.—On this line the doors of carriages have never been locked.

Railway Conferences.—Good would no doubt result from holding these annually, but as I do not look upon them as necessities, I am not prepared to detail any plan for carrying out the suggestion. If it is decided to hold them, I consider that each Railway Company should be called upon to name a delegate, and that an equal number of officers should be placed upon the Committee to represent Government. The subjects to be discussed might be named by Government only, and the opinion of the majority of the members should be accepted without comment from individual members.

From the Agent and Manager of the Carnatic Railway Company, (Limited,) to the Acting Consulting Engineer for Railways, dated Madras, 11th May 1871, No. 66.

I HAVE the honour to acknowledge the receipt of your letter No. 98, enclosing G. O. No. 1,112, and one copy of the *Proceedings* of a Conference of Railway Officers and others held at Calcutta in January last.

2. On the subjects which were discussed at that Conference, namely, descriptions of rolling stock and method of working traffic on Railways in India, it is not my wish at present to offer any observations.

3. With reference to the proposal to hold an annual Conference to discuss Railway questions of general interest, I concur with the gentlemen attending the Conference in the opinion that much good is likely to result from a more regular intercourse of persons interested in the management of Railways in India, provided that arrangements are made for the meetings to be held at some convenient central place, which can be reached without too great an expenditure of time.

4. Probably the easiest way of carrying out such an arrangement would be for the members themselves, after being duly authorized to attend such Conferences, to fix the time and place of holding the next succeeding meeting with a view to the convenience of one portion of the members at one meeting and of another portion at the subsequent one.

5. Due notice of the subjects to be submitted for consideration at such meetings should be circulated at the time of convening the Conference.

No. 67. From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 13th January 1872, No. 16.

I HAVE the honour to forward a drawing of a new composite carriage made for the North-West Line of the Madras Railway.

This carriage contains two first class sleeping compartments, each for four passengers, and two second class night compartments, each for six passengers.

The general design is much the same as that of the carriages hitherto in use; the seats in the first class compartments are wider; more space is allowed over the upper seat when raised, and windows are provided for the upper berths. The additional height given admits of there being three tiers of seats in the second class compartments, and six passengers can lie down at full length when travelling by night.

The new carriage is thus an undoubted improvement.

2. In the papers forwarded with my letter No. 11 of the 11th instant, the Traffic Manager expresses his opinion that privacy is the great object of first class passengers, and that the Madras composite carriage, especially the *coupé*, gives accommodation that is preferred to the more roomy, but more public sleeping

*Proceedings of the Madras Government, Public Works Department,
6th June 1872.*

carriages on the Great Indian Peninsula Railway. These latter carriages have two longitudinal and one cross seat, each with an upper berth, so that six passengers travel together at night. A carriage contains two of these compartments, and in the centre there is a small closet for each compartment, with a convenience and a basin with a small cistern of water.

I quite admit that travellers, two or three of a family, think it a great matter to have a carriage to themselves, rather than being thrown in with strangers; but I have very frequently heard the remarks of through passengers from Bombay to the effect that they much preferred the more roomy carriages on the Bombay side. People say further if they have to travel with strangers they would rather make a party of six in the large carriage than be only four in the smaller Madras compartment.

3. On the Madras line there are waiting-rooms at the stations, and it is a luxury to find there a capacious basin of clear cool water; on the other hand, travellers whom I have taken pains to question say, they are better pleased when having the washing apparatus at hand to make use of at any time during the journey.

4. The subject was discussed at the Stores Committee meeting on the 11th instant, and the Agent was good enough to say that he would have a sketch made of another carriage somewhat following the design of those on the Great Indian Peninsula Line before proceeding with the manufacture of more carriages on the plan now enclosed.

5. The arrangement at present is that the Great Indian Peninsula carriages run from Bombay to Raichore, and that passengers are there transferred to the Madras carriages. But when the bridge over the Kistna is completed, I imagine carriages will have to run through the whole way for the convenience of travellers; but there will be a difficulty if each Railway prefers its own carriage, and objects to that of the other. I think it is therefore advisable that there should be some joint stock carriages, and that steps should be taken to this effect by the officers of the two Companies. The Agent of the Madras Railway expressed himself as not averse to this measure in his letter No. 701 of the 9th December, *vide* G. O., No. 258, dated 27th January 1871.

No. 68. ORDER THEREON, 6th June 1872, No. 1,399.

RAILWAY, No. 6.

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

(Here enter No. 1,400, dated 6th June 1872.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways, with Plan.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 6th June 1872.

No. 69.

No. 1,400.

To

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

RAILWAY, No. 7.

Government of India Proceedings, No. 561,
dated 29th March 1871.

SIR,—With reference to the correspondence noted in the margin giving cover to the Proceedings of a Railway Conference on rolling stock and the method of working the traffic of Indian

Railways, I am directed to forward, for the information of the Government of India, the accompanying papers which contain the views of the leading officers of the Railway Companies in this Presidency on the several points discussed.

2. It will be gathered from the papers now submitted as well as from the reports which were laid before the Government with my docket No. 2,338, dated 15th September 1871, that uniformity in the construction of either goods or passenger stock is not considered necessary under the varying circumstances and local peculiarities of different Railways, and in this view the Government concur.

3. A through composite carriage intended to accommodate eight first class passengers in two compartments and six second class passengers in each of the remaining two compartments has recently been introduced on the Madras Railway for journeys between Madras and Bombay, and although in the opinion of the Company's officers as contained in the letters now forwarded the scale of accommodation and description of vehicle are suited to the requirements of the traffic on their line, the Government considered that several modifications of the design were needed to render the carriage acceptable to the generality of travellers. After a full discussion of the subject the suggestions made were adopted by the Railway authorities, and plans and estimates for the construction of carriages of the revised pattern have now been submitted to Government, and will be shortly laid before the Government of India.

4. In reference to the question of the kind of waggon best suited for merchandise traffic, and of the classes of goods accommodation, I am to invite attention to

No. 189, dated 17th January 1870.

„ 2,338, „ 15th September 1871.

the papers and drawings forwarded under cover of the dockets noted in the margin, and with regard to the system of working

the traffic and the introduction of periodical conferences into Railway administration, I am to express the concurrence of the Government in the views set forth in the letter from the Acting Consulting Engineer submitting the reports of the Railway Agents. The convention of an annual congress at some convenient station for discussion of Railway questions of general interest would, in the opinion of the Governor in

Has

Council, be attended with great benefit, and one of the first questions which might advantageously engage their deliberations is, His Excellency thinks, the establishment of a clearing-house, which would embrace all the Indian Railways interchanging traffic, with rules and practice based on the English system.

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

Colonel, R.E.,
Secretary to Government.

L. Carpendale

File

It has been suggested in
Council, with reference
to Mr. Smith's remarks, that
that Col. Carpendale should
write Mr. Smith to come
and discuss with him
the question - with a
view to coming to some
kind of agreement -
between the expensive
Bombay Carriage and
an improved Madras
Carriage affording some
of the most important
Bombay convenience.

M.R.

Class

That

No. 4080

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, June 23^d 1891.

From

THE AGENT,

Great Southern of India Railway,

To

The Acting Consulting Engineer
for Railways
Madras

SIR,

In replying to your letter
No. 128 of the 1st ultimo relative
to the proceedings of the Railway
Conference. I wish to offer the
following remarks.

Carriage Stock. I do not
consider it would be policy
to adopt the same kind of
carriage on all Indian Rail-
ways - A first class carriage
which might be all that could
be desired for the through traffic
between Bombay and Calcutta,
would be quite out of place
on this line where our first
class

Class passenger traffic averages
 • 6 or a little more than half
 a passenger per train, and the
 average distance travelled is only
 56 miles. Our composite cars
 are well suited for their work.

Classes of Passenger Accommodation

The requirements of the district
 through which this line runs are
 amply met by the provision of three
 classes of accommodation.

Wagon Stock. Detailed reports
 regarding the improvements which
 have been made in the construction
 of our wagon stock have been
 forwarded to your office. Will
 you please refer to them on this
 subject.

Working. I concur in the
 general opinion of the conference
 regarding the favor in which the
 "line clear" system is held. This
 line is worked on that system.
 I also entertain the opinion
 that

that the speed of ordinary passenger and mail trains should be limited to 20 miles an hour including all stoppages.

Classes of Goods Accommodation. I agree with the conference in thinking that two classes of service at different rates, are not necessary, and that uniformity in the arrangement of "mixed" trains is not possible.

Communication between Passenger and Guards. I do not think this is needed on mixed trains run upon a line where the stations are not far apart. I believe the Board of Trade specifies the maximum distance trains may be run without using the "Communication".

Locking carriage doors — On this line the doors of carriages have never been locked.

Railway.

Railway Conferences.— Good
would no doubt result from
holding these annually, but as
I do not look upon them as
necessities I am not prepared
to detail any plan for carrying
out the suggestion. If it is
decided to hold them I consider
that each Railway Company
should be called upon to name
a delegate, and that an equal
number of officers should be
placed upon the Committee
to represent Government. The
subjects to be discussed might
be named by Government only,
and the opinion of the majority
of the members should be
accepted without comment
from individual members.

I have the honor to be
Your most ^{truly} obed^t serv^t
William Webb

No. 763.

Madras Railway Company
Agent & Manager's Office
Madras 16th December 1871.

21

From

Robert D. Cluett Esq.
Agent and Manager, M. R. Co.

To

Major H. L. Prendergast, R.E.
Acting Consulting Engineer for Rys.

Sir,

With reference to your letter No 274
of the 7th of May last with which was enclosed
a copy of G.O. No 1112 dated the 20th April 1871,
I have the honour to forward herewith the
copy of a Report made to me by the Traffic
Manager in which Mr Church expresses his
views in regard to the form of Passenger
Carriage which he thinks is best adapted for
long journeys in this Country, and also
in regard to the various methods of working
Railway Traffic.

No 259 -
4th Dec 1871

2. The best form of Carriage for the
Through Traffic between Madras and Bombay
has, as you are aware, recently been carefully
considered by the Officers of this Company,
and with my letter No 735 of the 5th instant
I had the honour to forward you a Drawing
of a Composite Carriage which has been
constructed in our Carriage Shops as a
sample of those we propose to use for the
purpose.

2

No 4080

From
The Agent
M. R. Co.

To
The Acting Consulting Engineer
for Railways

Dated 26th Dec 1871

P. R. 180/72.

See the proceedings
of the Railway Conference

Madras 11th & 18th 1871

23
3. I observed from the Proceedings of the Railway Conference, which accompanied the Order mentioned above, that the question of Goods Vehicles was very fully discussed, but I do not think it necessary to make any comments upon the subject here, as the views of the Officers of the Madras Railway in regard to the carrying capacity of Wagon Stock and the description of Goods Wagons best adapted for their line were communicated to Government in this Office letter No. 448 of the 25th of July last, since which date we have had no reason to alter our opinions.

4. The question of working has also been the subject of correspondence between your Office and mine and until the orders of Government are communicated to me upon the recommendations contained in Mr. Percival Anderson's letter No. 386 of the 28th of June last I have nothing further to say upon the subject.

5. With respect to the proposal to hold an Annual Conference to discuss Railway questions of general interest I am of opinion that much good would result from the adoption of such a course.

6. One of the first subjects for consideration at the next Meeting should I think be the institution of a "Railway Clearing House" for Indian Railways. This line is now in connection with the

Great Indian Peninsula, the Great Southern of India and the Carnatic Railways, and it is probable that we shall shortly be issuing Through Tickets to stations on the East Indian and other lines in the North of India.

7. We find that each of the lines with which we are in connection desires to work up to a standard of its own, and that in all, the forms and systems of account vary - Much trouble and inconvenience must in consequence be experienced by each of the Companies concerned and it seems to me that the only remedy would be the establishment of a general Clearing House by the Rules of which all Lines of Railway in India should be bound.

8. The Resolutions of the proposed Conference - the Government being represented by the Consulting Engineers - should in my opinion be binding - If this is not the case it is possible that the Madras Government would not approve of some Regulation which would find favour with the Bombay Government, and vice versa, and so the uniformity of practice, which in my opinion is the great end of such a Conference as is proposed, would be destroyed.

9. If it should be considered desirable to convene a preliminary meeting for the purpose of discussing the time and place

of holding the Conference and the best
means of giving effect to the proposal of the
Government of India, I shall be prepared
to attend it myself or to delegate some Officer
or officers to represent the Madras Railway
Company.

I have the honour to be
^{and}
Your most Obedient Servant

W. J. H. Smith
Agent and Manager

Carnatic Railway Co. (Limited)
 Agent and Manager's Office
 Madras 11th May 1871

No. 66.

From. J. S. Fisher Esq.
 agent & Manager
 Carnatic Railway

To. Major H. L. Pringle Esq. P.E.
 Asst. Comr. Engineer for Railways
 Madras

Sir
 I have the honor to acknowledge the receipt of your letter No. 98 enclosing, P. O. No. 112 and one copy of the proceedings of a Conference of Railway officers & others held at Calcutta in January last.

2 On the subjects which were discussed at that Conference viz descriptions of rolling stock & methods of working traffic on Railways in India, it is not my wish at present to offer any observations.

3 With reference to the proposal to hold an Annual Conference to discuss Railway questions of general interest, I concur with the Gentlemen attending the Conference in the opinion that much good is likely to result from a more regular intercourse of persons interested in the management of Railways in India, provided that arrangements are made for the meetings to be held at some convenient Central place, which can be reached without too great an expenditure of time.

4 Probably the easiest way of carrying out

Copy
 of the report and minutes
 of the H. L. P.
 Asst. Comr. Engineer
 for Railways
 dated 16th Dec 1870
 No. 180/12.
 1871
 No. 763.
 Regarding the construction
 of a carriage for the
 through traffic
 between Madras
 and Bombay and
 the working of the traffic
 on the Madras Railway
 and the Madras Railway

out such an arrangement would be for
the members themselves after being duly
authorized to attend such conferences to
fix the time & place of holding the next
succeeding meeting with a view to the con-
venience of one portion of the members at
one meeting & of another portion at the sub-
sequent one.

5 Due notice of the subjects to be
submitted for consideration at such meetings
should be circulated at the time of convening
the Conference.

I have the honor to be
Sir
Your obedient servant

For J. Fisher
Agent & Manager

To
The Secretaries & Agents,
INDIAN RAILWAY COMPANY,
(LIMITED)

To
The Consulting Engineer
for Railways.

DATED
RECD.

No.

C/259
489.

Madras Railway
Traffic Manager's Office
Madras 14th Decr 1871

The Agent and Manager, M. R. Co.
Dear Sir,

Proceedings of Railway Conference on Rolling
Stock, and the method of working the Traffic
on Indian Railways. Order of Government
No. 1112 dated 20th April 1871 embodying Proceedings
of the Government of India dated 29th March
1871 No. 561A.

The best form of Joint Carriage Stock for the Through
Services.

In determining the best plan of Joint Carriage
Stock for the Through Services between Madras,
and Bombay, we have to consider.

- 1st The probable extent of Traffic, and
- 2^{ndly} The greatest amount of comfort possible
to Passengers consistent with the interests of
the Companies concerned.

It will scarcely be questioned that,
except on rare occasions, or on trial days, a
Composite Carriage will suffice for the through
1st and 2^d class Passenger Traffic, so that the
only question to consider is, how this form of
Carriage can best be arranged to afford the
greatest amount of Comfort to Passengers con-
sistent with the interests of the Railway Companies.

3. The demands of Traffic of a precisely
similar character, very irregular and limited
in extent, and requiring the greatest economy in
working, carried over distances on this Railway

From Agent & Manager
The Secretaries & Agents,
~~THE~~ ~~INDIAN~~ ~~RAILWAY~~ COMPANY,
Carriage Railway -
(MADRAS)

MADRAS

The Consulting Engineer
for Railways.

DATED 11th May 1871
REC'D.

No 122.

P. B. 180/72.

Submits opinion on the
subject of annual
Conference of Railway
Officials -

Forwarded to Mr. A. B. 1871

of from 2 to 300 miles, and involving a journey of one night and part of a day (between Madras and Coimbatore) will be a tolerably correct index of the real wants of the Public for a journey of 2 days and 2 nights (between Madras and Bombay).

4. The Carriages used on the night Trains of this Railway between Madras and Bangalore (217 miles) and Madras and Coimbatore (302 miles), are 21 feet long, divided into a first class Compartment (6' 6" x 8' 0") with 4 transverse sleeping Berths; a first class Coupe' (4' 1" x 8' 0") with 2 transverse sleeping Berths, and a 2^d class Compartment (9' 5" x 8' 0") to seat 20 Passengers, without closet or washing accommodation of any kind. Small as the Traffic is, we find in practice that less than 2 first class Compartments of same kind would not suffice, inasmuch as Families object to travel with single men, and Ladies travelling alone necessarily require separate accommodation. In a hot climate one would scarcely suppose that the Coupe' Compartment would find favor at all, but such is the desire to secure reserved accommodation at the minimum of cost, that the Coupe', small as it is, is in much greater request than the larger 4 Berth compartments, and is always preferred unless the family or party consist of 4 in number, or unless the 4 Berth compartments can be reserved on payment for the number of Berths to be occupied. This desire for privacy is not confined to a few, but pervades the whole of the travelling community, who seem determined

to sink every other consideration for the comfort of privacy, and there can be no doubt that in seeking privacy they are best securing themselves other comforts, not the least of which, in a hot climate, is the liberty of divesting the body of superfluous conventional clothing. It is not difficult to understand that, while a man and his wife travelling together for 2 days and 2 nights would consider privacy the greatest comfort they could enjoy, no amount of extra space would compensate them for the intrusion of a strange gentleman or lady.

5. With these remarks, the result of many years careful observation of the wants of the Anglo Indian travelling community, I would submit that "Privacy" is the first consideration with Passengers, and that unless it can be obtained at a reasonable cost, we can scarcely claim the credit of studying the comfort of the Traveller.

See Drawing at Page 6 of Proceedings of Railway Conference

6. The present form of sleeping Carriages used on the G. I. P. Railway will not meet these conditions, as reserved accommodation can only be secured on payment for 6 fares, equivalent in the case of a man and his wife to 3 times the ordinary charge, and such a charge would, in most cases, be beyond the means of the Traveller.

7. Nor would the Carriages proposed by Mr. Imbert Miller be consistent with the very limited Traffic we shall probably have to conduct, inasmuch as it would be necessary to run one whole first class and one whole second class Carriage on every Through Train, instead of one Composite Carriage which

would be sufficient for both classes.

8. With regard to washing accommodation, to which so much importance is apparently attached in some quarters, it does not seem practicable to afford passengers this kind of accommodation without enhancing very appreciably the cost of their journey; and, as at all principal stations on this Railway separate waiting Rooms for Ladies and Gentlemen have been provided with all necessary appliances, it is questionable whether passengers would not prefer to make use of these Rooms at different stages of their journey, rather than be confined to the use of accommodation provided in the Carriage.

9. Being convinced then that the first consideration with passengers at all times is privacy, but more particularly on journeys involving even one night travelling, and that they are prepared to sacrifice for the comfort of space, and for economy, the questionable comfort of washing accommodation in the Carriage itself, I would propose as the best form of Carriage for the Through Service between Madras and Bombay a composite Carriage 26 feet long with side doors, divided into 2 first Class compartments, each fitted with 4 transverse sleeping Berths, and 2 second Class compartments each fitted with 6 transverse sleeping Berths. The first Class compartments to be reserved on payment for 3 first Class fares, and the second for 2 second

Class fares, which would probably meet the purse of most Travellers who require this kind of accommodation.

10. The Carriage should be high with low windows, so as to secure the greatest amount of ventilation and fitted with the latest improvements as regards ventilation in the roof, &c. Carriages of this form has lately been constructed at our works, and will be found, I think, a very suitable and economical Carriage for the Traffic we have to conduct.

11. For Third Class Travellers, I agree with Mr. Imbrie Miller that "great economy seems to be preferable to any high degree of luxury," and that our object must be to carry this kind of Traffic at the minimum of cost to the Passenger as well as to the Company. The Third Class Carriages used on this line are divided by a back rail into 4, 5, and 6 compartments to carry 10 passengers each; with reserved accommodation for parties of 20 and thirty.

12. Method of working the Traffic. The system in force on the Madras Railway is, what I understand to be, the American system, that is to say, so long as the Trains keep their time after they have been started, they are worked by the Guard and Driver, uninterfered with, to a Time Table, which denotes the regularly appointed meeting Stations with Trains coming in the opposite direction, and no change can be made in the order of running without the written authority of, or a certified copy of a Telegram from, or duly appointed Officer.

No Extra or special Train can be run unless previous notice in writing shall have been given to each station or persons concerned, or notice by telegraph shall have been sent and acknowledged by every station and person concerned, throughout the distance. Such extra or special Train is intended to run. These Trains are arranged either to meet and pass Ordinary Trains at appointed meeting stations; or to keep clear; and as Train ordered to keep clear is required to be at a station where an Ordinary Train is to be passed at least 20 minutes before such ordinary Train is due. No Train is allowed to follow another Train from the same station at an interval of less than 15 minutes. This system has worked satisfactorily for the last 16 years, and one of its chief recommendations is economy.

13. The Block System in the hands of a reliable staff is unquestionably the most perfect system known, but it is a very costly one to work, and its introduction on Indian Railways can scarcely be justified except over sections of a line where the traffic is very heavy and Trains are frequent, or over Inclines or Bridges requiring careful working.

14. The Line clear system appears to me to be a positive element of danger, inasmuch as the receiver of the Line Clear has no means of satisfying himself whether he is communicating with the next station on either side, or with a station in advance

or in rear. For instance A, B, C, D represent 4 stations on one circuit. A calls B for Line Clear, and receives an answer, but whether that answer comes direct from B or from C or D in B's name; A has no means of ascertaining. It may be said that before Line Clear can be given by B he is required to cut off communication, by means of a switch, with C, but I would submit that a system which admits of the remotest contingency of A being connected with C at the time A is in communication with B, cannot be considered a safe mode of working traffic over a single line of Railway. The Line Clear system can only be safely worked on a station to station wire, and under such conditions is only another term for the Block system.

15. On the best form of food, Wagon, and the mode of carrying the food traffic, I reported in my letter of the 27th dated 14 July last.

16. There can be no doubt that a periodical conference would be attended with the best results.

Yours faithfully
H. C. Church
Traffic Manager.

True copy
H. C. Church
Traffic Manager.

Exps

Railway Department.

Consulting Engineers' Office

N: 11

From,

Major F. L. Prendergast R.E.,
Ag. Genl. Engineer for Railways.

To,

Colonel A. Carpendale R.E.,
Secretary to Government
Public Works Department.
Fort Saint George.

Sir,

With reference to G.O. N: 1113
of the 20th April 1871, I have the honour
to forward letters from the Agents of the
Railway Companies on the subject of
working the traffic of Indian railways
rolling stock &c.

2. The Agent of the Great
Southern of India Railway considers
it would not be good policy to have
the

Recd June 1/72 L.A.M.B.

P. M. 180/72.

the same kind of passenger carriage on all Indian railways, as a carriage designed for a long journey of two or three days and nights, is not required for a short journey of not more than one day - that three classes of accommodation are sufficient - that the "line clear" system of working traffic is the best.

that the speed of trains should be limited to 20 miles an hour, including stoppages.

that two classes of service for goods are not necessary.

that communication between passengers and the guard is not needed, owing to the short distances between Stations.

On a previous letter of the 4th April

1870 published in G.O. N^o 2337 of the 15th September 1871, Mr. Petts states, that fast and slow goods trains would not answer, and that the only way to increase the traffic is to despatch goods with the utmost speed without reference to class. The goods wagon in favour on this line is the 10 ton covered wagon, of which a drawing was sent to the Government of India on the 17th January 1870 G.O. N^o 188.

vide G.O. 2337 -
15th September 1871.

3. The Agent of the Madras Railway refers to a former letter of 25th July 1871, N^o 448, forwarding the Traffic Manager's report, which shews that the "open-sided" goods wagon is the most convenient for general use; and deprecates

division of goods traffic into fast and slow. The Traffic Manager argues strongly in favour of the new Composite carriage lately built: giving this design the preference to the sleeping carriages introduced on the other Railways.

The trains on the Madras Railway are worked by the Guard and Driver to a Time Table; no train being allowed to follow another, within 15 minutes; and no train being allowed to pass through a meeting station until the train from the opposite direction has arrived. The question as to the best mode of working the traffic, with reference especially to large bridges, has been treated in the Agent's letter of the 28th June, N^o 386, submitted to the

Government

Government, with my letter N^o 570 of the 28th December 1871. Mr. Elwin proposes the establishment of a general Clearing House, now that there is connection with the Great Indian Peninsula Railway, and other more distant Lines.

4. The Agent of the Carnatic Railway, thinks much good would result from an annual conference if held at a convenient place. Mr. Betts does not attach much importance to such meetings, but thinks the opinion of the majority should be accepted by the members.

Mr. Elwin is in favour of a conference, and would also have the resolutions made binding: each Government being represented by their Consulting Engineer.

5. As regards the design of rolling

rolling stock, both for passengers and goods. I am of opinion that uniformity is by no means desirable.

Great advantage is shown to have been experienced from the construction of the iron cylindrical wagons on the East Indian Railway. On the Madras Railway however, it is found that the best carriage is one that will take miscellaneous goods, being open, so as to carry long iron rails; while a closed wagon has hitherto suited the nature of the goods traffic on the Great Southern Railway; though it is proposed to have a different, open, wagon, for the new cotton traffic that will be brought on the extension of the Line, through the cotton bearing tracts of Tinnevely.

For

49
For passengers travelling long distances, different accommodation is required, from that which will suffice for a journey of only a few hours in the day time. The Traffic Manager of the Madras Railway considers that the first consideration with passengers is, privacy: but I do not altogether agree with this view, the sleeping carriage used on the Great Indian Peninsula Railway is in my opinion much preferred by passengers to the Madras carriage though the latter may be the more economical carriage to run between Madras and Raichore.

The drawing of the composite carriage referred to in para 2 of Mr. Elwin's letter of the 16th December, will be

submitted

submitted in a few days. The block system of working the traffic is usually acknowledged to be the best, but is expensive, and scarcely necessary on lines where the trains are not frequent. If annual conferences are established, the resolutions passed thereat should be submitted for the sanction of the Government of India, and be subject to their final orders, as regards the universal or partial adoption of measures generally recommended.

I have the honour to be

Sir

Your most obedient servant

W. S. S. S.

Ap. Cons. Engineer for Railways.

Mumbai
11th January
1872

43

and

P. W. 1872 Report
Proffor for time
RAILWAY DEPARTMENT.

No. 160.

From

The Consulting Engineer
for Railways,

To

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

Dated *11* *Aug* 1872.

Received *12*

En: 4 No. *11*

Submitting letter
from the Agents
regarding the con-
struction of a carriage
for the through traffic
between Madras &
Bombay.

1066

1623 May/72 R. 257

1257 Aug/72 R. 298

Railway Deptt. Consulting Engineer's Office

No. 16

From

Major G. L. Prendergast R.E.
Ag. Cons. Engr for Railways

To

Colonel J. Harpendale R.E.
Secretary to Government
P. W. Department
Fort St George.

Sir,

I have the honour
to forward a drawing of a
new Composite carriage,
made for the North West
Line of the Madras Railway.

This carriage contains
2 first-class sleeping compart-
ments, each for 4 passengers
and

and 2 second class night compartments, each for 16 passengers.

The general design is much the same as that of the carriages hitherto in use; the seats in the first class compartments are wider; more space is allowed over the upper seat when raised, and windows are provided for the upper berths. The additional height given admits of there being three tiers of seats in the 2^d class compartments, and 16 passengers can lie down at full length when travelling by night.

The

12
13
The new carriage is thus an undoubted improvement.

2 In the papers forwarded with my letter No. 13 of the 11th instant, the Traffic Manager expresses his opinion that privacy is the great object of 1st class passengers, and that the Madras Composite carriage, especially the Coupe, gives accommodation that is preferred to the more roomy but more public sleeping carriages on the Great

Indian

a Indian Peninsula Railway.
These latter carriages, have
2 longitudinal and 1 cross
seat, each with an upper
berth: so that 6 passengers
travel together at night. A
carriage contains two of
these compartments: and
in the centre, there is a small
closet for each compartment,
with a convenience and a
basin with a small cistern
of water.

I quite admit that
travellers, two or three of a
family, think it a great
matter to have a carriage

to

rather than
to themselves, to being thrown
in with strangers: but
I have very frequently
heard the remarks of
through passengers from
Bombay, to the effect that
they much preferred the
more roomy carriages on
the Bombay side - People
say further if they have
to travel with strangers,
they would rather make
a party of 6 in the large
carriage, than be only 4
in the smaller Madras
compartment.

3 On the Madras Line,
there are waiting rooms at
the

at the stations; and it is a
luxury to find there a
capacious basin of clear
cool water: on the other
hand, travellers, whom
I have taken pains to
question, say, they are better
pleased when having the
washing apparatus at hand,
to make use of, at any time
during the journey.

4 The subject was
discussed at the Stores
Committee meeting on
the 11th instant, and the
Agent was good enough
to say, that he would
have

2
9
have a sketch made of
another carriage somewhat
following the design of
those on the Great Indian
Peninsula Line, before
proceeding with the
manufacture of more
carriages on the plan
now enclosed.

5 The arrangement
at present is, that the
Great Indian Peninsula
Carriages run from
Bombay, to Raichore,
and that passengers
are there transferred
to the Madras Carriages.
But when the bridge
over

over the Kistna is completed.
I imagine, carriages will
have to run through the
whole way for the convenience
of travellers: but there will
be a difficulty, if each
Railway prefers its own
carriage and objects to that
of the other. I think it is
therefore advisable, that
there should be some joint
stock carriages, and that
steps should be taken to
this effect, by the officers
of the 2 Companies. The
Agent of the Madras
Railway expressed himself
as

as not averse to this mea-
sure, in his letter N^o 701
of the 9th December Vide G.O.
N^o 258 dated 27th January 1871

I have the honor to be,
Sir,

Your most Obedt Servt
Hewenden Major R.E.

Madras

13th Jan

1872

By Cons Engr for Railways

Public Works Department

No. 1399
Proceedings of the Madras Government
Read the following

From
The Comptroller for Railways { H.C. No. 11 of 11 Jan'y/12
W^o ——— W^o ——— W^o { H.C. No. 16 of 13 Jan'y/12

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

To The Asst. Commr. Engineers
for Railways. with
Plan which accompanied No. 2185

Here enter No. of

Despatch 27/6/12

To The Secretary to the
Government of India.

Sir, No. 1450

1. With reference to the
correspondence noted in the

P.S. Decs. No. 561 of 29 March 1871. margin giving cover to the
proceedings

No. 27 Jan'y 1872

P. O. 1872 No. 1872
of the 11th Jan'y 1872

The Comptroller for Railways
to the Secy to Govt
of India

Despatch 13
No. 16 of 13 Jan'y/12

No. 16

It was offered
a drawing of a new
composite carriage
made for the
purpose of the
Practical

No. 1399-1400. 6th Jan'y

Chetty

623 Jan'y 1872

625 Jan'y 1872

17/11/1893

requirements of the traffic
 of on hand line the Govt
 considered that several
 modifications of the
 design were needed to
 render the carriage
 acceptable to the gentility
 of passengers. After a
 full discussion of the
 subject the suggestions
 which were made were adopted
 by the Railway author-
 ities, and plans and
 for estimates for the construction
 of carriages of the
 standard pattern were
 prepared and submitted to
 the Government, and
 will be shortly before
 the consideration of the
 committee of the
 Council of the
 Government of India
 and the Madras
 Railway. The ques-
 tion of the provision of
 joint passenger stock has
 as the Government of India
 are aware, already engaged
 the attention of the
 officers of the
 Madras Railway.
 The matter is still under
 consideration.

Carriage

I do not concur in
 this unreservedly.
 I cannot fancy
 ladies & gentlemen
 herding together in
 the manner proposed.
 nor can I see how
 any lady consenting
 to use the "can-fete"
 opened - under the
 circumstances of
 proximity attending
 them - I am sure
 that for 9/10th of
 an travelling 1st
 class woman the
 privacy is the first
 consideration - and
 such is the experience

Carriage for through journeys
 it seems desirable that passen-
 ger stock being the joint pro-
 perty of all the lines inter-
 changing traffic should be
 provided, and the description
 of carriage best adapted
 for this purpose would
 His Excellency thinks to be
 found in the plan of the
 vehicles now being run on
 the Great Indian Peninsula
 Railway. The ques-
 tion of the provision of
 joint passenger stock has
 as the Government of India
 are aware, already engaged
 the attention of the
 officers of the
 Madras Railway.
 The matter is still under
 consideration.

consideration. Affairs of
the Madrid Railway.

through composite carriage
above alluded to will be
found among the papers now
transmitted, but the design, I may add,
has not been
definitively approved for
adoption.

4. In reference to the
question of the kind of Wagon
best suited for Merchandise
traffic, and of the classes of
goods accommodation, I am
to invite attention to the papers
and drawings forwarded
under cover of the docket
noted in the margin, and
with regard to the system
of working the traffic and
the introduction of periodical
conferences in working - the apt

of our Railway
Officials.

Again the cost
is a serious matter
to both travellers &
Railways. At present
a traveller can take
a compartment with
4 seats for the price
of 3 - but this will
not be allowed with
the S. I. P. carriage

which contain 6 seats
a traveller must pay
for 6 - if he desires
privacy - As in the
Railway will be
heavily increased
by having to provide
carriage for 12 - when

1897/17 January 1870
23387/15 Sept 1871.

the average is about
2. The principle
adapted seems to
confermed in working - the apt

to adapt our car-
riages to our require-
ments - but build
political cars without
reference to the num-
bers or needs of our
people.

I think our
carriages may be
designed thus.

1. A coupe with
2 beds. for 1 1/2
for the whole
 2. A compartment
with 4 beds. for 3.
 3. A compartment
or inside place
like 1/2 of No. 7 plan
with W.C. for 4.
- Then may be to make
that 2 & 3 may be done
into each other, for
a family & family.

conferred into Railway
administration, I am to
express the concurrence of
the Government in the
views set forth in the
letter from the Acting
Consulting Engineer sub-
mitting the reports of the
Railway Agents. The Con-
vention of an annual Con-
gress at some convenient
station for discussion of
Railway questions of
general interest would
in the opinion of the
Governor in Council
be attended with great
benefit, and one of the
first questions which
might advantageously
be engaged

engage their deliberations
is. His Excellency thinks,
the establishment of a
Clearing House, which
would embrace all the
Indian Railways inter-
-changing traffic, with rules
and practice based on the
English system.

W. Lang. 23^d -

4. A comfortable carriage
as at present - which
might be used ^{as a} ~~convenient~~
substitute ~~on~~ ^{for} ~~the~~ ^{the} ~~same~~ ^{same} ~~days~~ ^{days}. I w^d with
salon Carriage run on
our own lines. I w^d

Our fives are
high enough.

Resp 7/6/72 with 358/phase
Cding Loc. 1399 of 1872-

623 May/92 R, 25 May

6.25/172 a. 292

1604218

Govt. of Madras.

PUBLIC WORKS. ✓

To The Consulting Eng^r
for Railways
and

To The Secretary to the
Govt of India

Dated

Recd

Encl

G. O. 6 June 1399-1400.

Nos.

660688 by

Rolling Stock. Papering orders

in Correspondence, submitted
by the Engineer, regarding the
construction of Rolling
Stock and the method
of working the traffic
on Indian Railways.

Forwarding, with re-
marks, Correspondence re-
garding the construction of
Rolling Stock & the method of
working the traffic on Indian
Railways.