M.R.O. 1—77,005—8-6-37.

(1) Number of pages.....

(2) Date of repair.....

(3) Initials of the Referencer.....

MADRAS RECORD OFFICE.

Government of Madras.

Public (Legal) DEPARTMENT.

G.O. No. 1566-1661 Press / Mis.
H16, H15, 3318

Dated 28-6- 18[illegible].

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
28th June 1872.

No. 416. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th June 1872, No. 291 :—

THE necessity of adding to the number of inspection carriages on the Madras Railway has long been recognized. At present there is only one such vehicle. It was built in 1866, and has been used by the Engineering Department. The want of additional accommodation has been felt for several years, but has not hitherto been brought forward from the desire to postpone even necessary expenditure as long as possible.

2. I am satisfied however that it is neither just nor expedient to refrain any longer from bringing forward the necessity of constructing additional vehicles suited for inspection purposes. The Madras Railway system is now nearly completed, the open line extending over 832 miles. The whole of this distance must be carefully inspected from time to time by the Heads of three of the Railway Departments, the Engineering, the Locomotive, and the Traffic; also by the officers of this department. These inspections are made at irregular intervals, as may be required by circumstances, but they are made at least once in every quarter. To perform the duty thoroughly occupies from a week to ten days. The one inspection carriage now in existence is used, as I have said, solely by the officers of the Railway Engineering Department. As a matter of fact it scarcely suffices for their requirements. It is impossible to perform, thoroughly and satisfactorily, the duties of inspection when travelling in an ordinary carriage; and the practical result is that the officers of this department and of the Locomotive and Traffic Departments are obliged to perform the inspection of these 832 miles while standing either on an engine, or in an open-fronted brake-van. For several months during every year this entails extremely hard and trying work upon the inspecting officers; and I think the time has arrived when the continuance of this practice would be neither just to the officers concerned, nor economical in the true interests of the State and the Railway Company.

3. The subject was frequently discussed by the Agent with the late Acting Consulting Engineer, who was satisfied as to the necessity of increasing the number of inspection carriages. Since my return to India I have had several discussions on the subject with the Railway Authorities. Mr. Elwin was at first inclined to think that two additional carriages were required for the use of the Railway officers; but I have the honour to enclose a letter* from him in which he states his opinion that one additional carriage, for the joint use of the Locomotive and Traffic Departments, will meet all the immediate requirements of the Railway officials; the one carriage now in existence remaining assigned, as at present, to the officers of the Engineering Department. With his letter the Agent forwards a plan of the carriage and an estimate of the cost, the latter amounting to Rupees 5,700.

* No. 352, dated 27th May 1872, with plan and estimate.

4. The present requirements of the Railway officers will thus be met, but it is highly improbable that either of the two inspection carriages assigned to them will ever be available for the officers of this department. The duty of making the periodical inspection of the line generally devolves on one of the deputies; and after discussing the matter with Captain Smith, I am satisfied that I am right in

soliciting the Government to sanction the construction of an inspection carriage for the special use of the officers of this department.

5. In sending up the estimate, which has been submitted by the Agent, I have therefore the honour to request authority for the construction of two carriages according to the accompanying plan, at a cost of Rupees 11,400. It will be seen that the proposed carriages admit of the line being thoroughly inspected without entailing on the officer the inconvenience of having to stand during the whole time occupied by the inspection. They also provide sleeping accommodation, with a place for servants, etc. This is essential, for, as the Agent points out, the inspecting officers are often detained during the night at a station, or at a break in the line, where no waiting-rooms or refreshment-rooms are available.

6. With reference to the views of the Government of India, as expressed in their Proceedings,* dated the 8th June 1869, No. 821 R., I beg to explain that it is intended to hold all three of these carriages at the disposal of the public when not required for purposes of inspection.

* *Vide* G. O., No. 2,427, dated 24th July 1869.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 27th May 1872, No. 352.

Upon receipt of your letter No. 369, dated the 16th instant, I placed myself in communication with Heads of departments, and have now the honour to inform you that, in the opinion of the chief officers, of the Railway, one additional inspection carriage will suffice.

2. As you are aware the Engineering Department already possesses a carriage, and a vehicle for the joint use of the Locomotive and Traffic Departments will probably meet all immediate requirements.

3. The necessity for a different arrangement from saloon carriages in the interior fittings of an inspection carriage would seem to be dictated by the peculiar nature of the duties of an inspecting officer, who may be frequently detained on duty at a station, or break in the line, where no waiting or refreshment-rooms exist, while in the case of ordinary travellers their wants are fully supplied at the various halting stations on the route.

4. I enclose herewith the plan and a revised estimate, amounting to Rupees 5,700, in which provision is made for one inspection carriage only, and I shall be obliged by your communicating to me the sanction of Government for the expenditure as early as possible.

5. This, if approved, will make the inspection carriages on this Railway two in number, namely, one for the Chief Engineer's Department and one for the joint use of the Locomotive Superintendent and the Traffic Manager, and will, I think, be quite in accordance with the ruling of the Government of India ascertained in their Proceedings, No. 821 R, dated the 28th of June 1869.

No. 417. Order thereon, 28th June 1872, No. 1,566.

RAILWAY, No. 51.

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

(Here enter No. 1,567, dated 28th June 1872,)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Public Works Department,
Ootacamund, 28*th June* 1872.

No. 418.

No. 1,567.

To

The Secretary to the Government of India,
Public Works Department.

RAILWAY, No. 52.

Sir,—There is at present on the Madras Railway only one carriage specially adapted for the purposes of inspection. It was built in 1866 and has been used exclusively by the Railway Engineering Department. In the accompanying letters from the Consulting Engineer and the Agent the necessity for an increase to the number of such vehicles is very fully explained. It will be observed that the officers of the Locomotive and Traffic Departments and the Government Consulting Engineer's Department are obliged to make their inspections either on an engine or in an open-fronted brake-van, an arrangement which cannot but be admitted to be trying and inconvenient, seeing that the Railway system extends over 832 miles and that the inspections are made quarterly and occupy from a week to ten days.

2. Under these circumstances I am to request the sanction of the Government of India to the construction of two special carriages for the use of the Locomotive and Traffic Departments and the Consulting Engineer's Department at an estimated outlay of Rupees 5,700 for each, on the design herewith submitted, it being understood that all three carriages will be available for public traffic when not used for the purposes of inspection.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

Govt. of {1872} Madras

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMEN

OF INDI

Dated June 28th.

Read. Encl.

G. O., 28th June 1872, No. 1,567.

JUNE

No. 418

BRINGING to notice the necessity f
additional Railway carriages for inspecti
purposes, and submitting an estimate f
the construction of two carriages.

No. 352. 4

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 27th May 1872.

From

Robert B. Elwin Esqre

Agent and Manager. M & C Co.

To

Lt Colonel J. Holb. Shaw Stewart R.E.

Consulting Engineer for Railways.

SIR,

Upon receipt of your letter
№ 369 dated the 16th instant, I placed
myself in communication with Heads
of Departments and have now the honour
to inform you that in the opinion of the
Chief Officers of the Railway one additional
Inspection Carriage will suffice.

2. As you are aware the Engineering Department already possesses a Carriage, and a Vehicle for the joint use of the Locomotive and Traffic Departments will probably meet all immediate requirements.

3. The necessity for a different arrangement from Saloon Carriages, in the interior fittings of an Inspection Carriage would seem to be dictated by the peculiar nature of the duties of an Inspecting Officer, who may be frequently detained on duty at a station, or break in the Line, where

no waiting or Refreshment Rooms exist, while in the case of ordinary Travellers their wants are fully supplied at the various halting stations on the route.

4. I enclose herewith the Plan and revised Estimate amounting to Rs 5,700 in which provision is made for one Inspection Carriage only, and I shall be obliged by your communicating to me the sanction of Government for the expenditure as early as possible.

5. This if approved will make the Inspection Carriages on this Railway two in number; viz: one for the Chief Engineer's Department and one for the joint use of the Locomotive Superintendent and the Traffic Manager, and will I think be quite in accordance with the ruling of the Government of India as contained in their Proceedings at 821 & dated the 28th of June 1869.

I have the honour to be
Sir
Your most obedient Servt

Agent & Manager.

Railway Department

No 291

Cons: Engineer's Office

6

From

Lieut Colonel R. H. Keatinge Maunsell

Cons: Engineer for Railways

To

Colonel G. H. Walker R.E.

Secretary to Government

Public Works Dept

Fort Saint George

Sir,

I have the honor to acknowledge the receipt of your letter No 1229 dated 13th instant, forwarding for my remarks a copy of a letter from the Agent of the Madras Railway Co. No 1291 dated 11th instant, requesting that the sanction of Government may be obtained to the construction of a carriage for the use of the Chief Engineer of the Railway Co. at a cost not exceeding Rs 6000.

2. In reply I have the honor to state that I am of opinion that the carriage is required for the use of the Chief Engineer, and that the estimate is a reasonable one.

3. I would therefore recommend that the sanction of Government be accorded to the proposal.

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

Cons: Engineer's Office

Madras 15th May 1872.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 24th May 1872

Recd 28.

No 382

Enclosing for the sanction of Govt. a Plan & revised Estimate Amounting to Rs 6700 of the Cost of Constructing an Inspection Carriage

P. W. 2872/72.

not hitherto been brought forward, from the desire to post pone every necessary expenditure as long as possible.

2. I am satisfied however that it is neither just nor expedient to refrain any longer from bringing forward the necessity of constructing additional vehicles suited for inspection purposes. The Madras Railway system is now nearly completed: the open line extending over 832 miles. The whole of this distance must be carefully inspected from time to time by the heads of three of the Railway departments, — the Engineering, the Locomotive, and the Traffic; also by the Officers of this department. These inspections are made at irregular intervals, as may be required by circumstances; but they are made at least once in every quarter. To perform the duty thoroughly occupies from a week to ten days.

The one inspection carriage now in existence is used as I have said, solely by the Officers of the Railway Engineering department. As a matter of fact it scarcely suffices for their requirements. It is impossible to perform,

thoroughly and satisfactorily the duties of inspection when travelling in an ordinary carriage; and the practical result is that the Officers of this department, and of the Locomotive and Traffic departments, are obliged to perform the inspection of these 832 miles while standing either on an engine, or in an open-fronted brake van. For several months during every year this entails extremely hard, and trying work upon the inspecting Officers; and I think the time has arrived when the continuance of this practice would be neither just to the Officers concerned, nor

economical in the true interests of the State and the Railway Company.

3. The subject was frequently discussed by the Agent with the late Acting Consulting Engineer, who was satisfied as to the necessity of increasing the number of inspection carriages. Since my return to India, I have had several discussions on the subject with the Railway authorities. Mr. Elwin was at first inclined to think that two additional carriages were required for the use of the Railway Officers; but I have the honour to enclose a letter from him, in which he states his opinion

No 852 dated 27th May 1872 with plan and estimate.

that one additional carriage, for the joint use of the Locomotive and Traffic departments, will meet all the immediate requirements of the Railway Officials; the one carriage now in existence requiring assigned as at present to the Officers of the Engineering department. With his letter the Agent forwards a plan of the carriage, and an estimate of the cost, the latter amounting to Rupees 6,700.

4. The present requirements of the Railway Officers will thus be met, but it is highly improbable that either of the two inspection carriages assigned to them will ever be available for the Officers of this department. The duty of making the periodical inspection of the line generally devolves on one of the Deputies; and after discussing the matter with Captain Smith, I am satisfied that I am right in soliciting the Government to sanction the construction of an inspection carriage for the special use of the Officers of this department.

5. In sending up the estimate which has been submitted by the Agent, I have

therefore the honour to request authority for the construction of two carriages according to the accompanying plan, at a cost of Rupees 11,400. It will be seen that the proposed carriages admit of the line being thoroughly inspected without entailing on the Officer the inconvenience of having to stand during the whole time occupied by the inspection. They also provide sleeping accommodation, with a place for servants, &c. This is essential, for, as the Agent points out, the inspecting Officers are often detained during the night at a

station, or at a break in the line, where no waiting rooms or refreshment rooms are available.

6. With reference to the views of the Government of India, as expressed in their pro= =ceedings* dated the 8th June 1869, No 821. R., I beg to explain that it is intended to hold all three of these carriages at the disposal of the public when not required for purposes of inspection.

*Vide G. P. No 2427 of 24th July 1869.

I have the honour to be
Sir,
Your most obedient Servant
Montgomerie Lieutt Coll R.E.
Cons: Engr for Railways

Headquarters 8th June 1872

P. O. Dept. 1872 Appointment
Office for Year
8 2872
The Com'rs
Phila

Sir
The Secy of Gov'
P. M. G. ...

Date 8
Rec'd 10 June/72

No 291

Gen: 3.

Submitting
Plans and es-
timates for the
Construction &
Inspection
Carriages.

No 1566-1567-28 June/72

No 416

No 1566.

287

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

To Com Engineer for Railways
Dept. 6th July 1872

No 1567.

To the Secretary to the
Govt of India.

108

Sir,

I have at present
on the Madras Railway
only one carriage specially
adapted for the purposes
of inspection. It was
built in 1866 and has been
used exclusively by the
Railway Engineering

Department. In the accompanying letters from the Cons. Engineer and the Agent the necessity for an increase to the number of such vehicles is very fully explained. It will be observed that the Officers of the Locomotive and Traffic Departments and the Government Consulting Engineer's Department are obliged to make their inspections either on an Engine or in an open fronted brake van, an arrangement which cannot but be admitted to be trying and inconvenient seeing that the

Railway System extends over 832 miles and that the inspections are made quarterly and occupy from a week to ten days.

Under these circumstances I am to request the sanction of the Govt. of India to the construction of two special carriages for the use of the Locomotive and Traffic Departments and the Consulting Engineer's Dept. at an estimated outlay of Rs: 5,700 for each, on the design herewith submitted, it being understood that all three carriages will be available for public traffic

when not used for the
purposes of inspection.
Ems

~~Accepted~~ 1st July 1872 with G.O. ~~88~~ 1566 of 1872
with Plans & Estimate

No 2872

Govt. of (1872) Madras.

PUBLIC WORKS.

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

Dated

Read. Ans.

G. O. 28th June 1871. N 1566-1567

Nos. 416-417-418

Railway Carriages - Passing
orders on letter from the Engr
in Chief bringing to notice
the necessity for [redacted]
[redacted] additional Pay Carriages
for inspection purposes
and submitting an esti-
mate for the construction
of two Carriages.