

(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. 2019-2020	Press
403-405	Mis.
Dated 24-8-1872	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
24th August 1872.*

No. 403. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th August 1872, No. 423 :—

With reference to the Orders of Government marginally noted, I have the honour to submit letters* from the Agents of the Madras and the Great Southern of India Railways on the subject of the cooling of railway carriages.

No. 1,581, dated 14th January 1871.
" 2,804, " 6th November "
" 229, " 24th January 1872.
• From the Agent and Manager of the Madras Railway, dated 10th August 1872, No. 572.
From Agent of the Great Southern of India Railway, dated 23rd June 1871, No. 4,079.

2. The only experiment tried on the Madras Railway was by means of cuscus tatties, a report upon which is embodied in G. O. No. 2,196, dated 13th September 1870.

3. That arrangement has fallen into disuse in consequence of the objection taken to it by passengers, but cuscus tatties are always supplied when asked for. No other appliance has been substituted for it.

4. The Agent proposes to set apart a carriage for experimenting upon at the next hot season, before which he hopes to hear something more of the experiences of other Railway Companies.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 10th August 1872, No. 572.

With reference to the correspondence noted in the margin, I have the honour to inform you that in consequence of the delay in deciding upon the design for the new composite carriages they were not put in ~~hand~~ until the hot season was far advanced, and they cannot now be completed in time for any experiments being made as to cooling before the present hot weather is over.

G. O. No. 1,581, dated 14th June 1871.
From Consulting Engineer, No. 602, 29th September 1871.
G. O. No. 2,804, dated 6th November 1871.
From Consulting Engineer, No. 695, 10th November 1871.
G. O. No. 229, dated 24th January 1872.
From Consulting Engineer, No. 425, 5th June 1872.
Do. do. " 514, 6th July "

2. The only mode of cooling carriages which has yet been attempted on this railway is by means of cuscus tats, as reported to your office in my letter No. 472 of the 25th August 1870.

3. This measure which appeared at first to be much appreciated by passengers has grown almost entirely out of favour, for, as I learn, passengers have found by experience that it is better to bear with the heat than to run the risk of colds, etc., which the use of damp cuscus endangers.

4. The objections raised to them became so general that, as a rule, they have been discontinued, though they are supplied upon passengers by day trains expressing a wish to that effect. It is, however, only in very exceptional cases that they are applied for.

5. In June last I made an application to the Agent of the Great Indian Peninsula Railway for the loan of one of Sander's patent carriages, but the Agent replied that he was sorry not to be able to let us have one, and I have therefore been unable to give the general public of Madras an opportunity of testing the merits of the invention. But judging from my own experience of the carriage and that of the Chief Engineer, Locomotive Superintendent, and Traffic Manager, who travelled with me in one on the Great Indian Peninsula line, I could not advocate the adaptation of the patent to the carriages used on this line; and judging from the papers which have been printed with the orders of Government passed upon this subject, there does not appear to have been yet discovered any method of cooling railway carriages which can be accepted as a model for other lines.

*Proceedings of the Madras Government, Public Works Department,
24th August 1872.*

6. As regards this Company the only suggestion I have to make is that one of the carriages now being constructed at the Perambore works shall be selected for making experiments at the commencement of next hot season, when probably we shall be in possession of the further experience of other Railway Companies.

7. Some expenditure will necessarily be required, authority for which will be applied for in due course.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 23rd June 1871, No. 4,079.

I HAVE the honour to state, in reply to your No. 187 of the 16th instant, that as the carriages in use on this line are considered to be well adapted for the traffic passing over the railway, I do not propose to make any alteration in them. You will observe that, as stated in another letter, our first-class passenger traffic is extremely small. It averages a little more than half a passenger per train, and the average distance travelled is fifty-six miles only.

2. Should Government, however, request me to adopt any particular plan or alteration of carriage, I shall be prepared to give effect to the orders on receiving them from you.

No. 404. ORDER THEREON, 24th August 1872, No. 2,019.

RAILWAY, No. 66.

ORDERED that these papers be forwarded for the information of the Government of India.

(Here enter No. 2,020, dated 24th August 1872.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 24th August 1872.

No. 405.

No. 2,020.

To

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

RAILWAY, No. 67.

No. 617-R.,	dated	5th April 1870.
" 1,289-R.,	"	22nd July "
" 716-R.,	"	2nd May 1871.
" 933-R.,	"	31st " "
" 1,846-R.,	"	28th Sept. "
" 2,477-R.,	"	8th Dec. "

SIR,—With reference to the correspondence marginally noted on the subject of cooling railway carriages during the hot season, I am directed to forward, for the information of the Government of India, the accompanying papers from which it will be observed that on the Madras Railway no method of moderating the temperature has been discovered beyond that of employing cuscus tatties, and these are reported to be received with general disfavour by the travelling public. Further experiments are, however, proposed to be tried in the ensuing hot season, when the Agent anticipates he will be in possession of the further experience gained on other Indian Railways. The arrangement adopted by the Great Indian Peninsula Railway Company for cooling carriages is considered unsuited to the Madras line.

2. No experiments have been made with the carriages of the Great Southern of India Railway, the first-class passenger traffic conveyed on that line being, in the opinion of the Agent, too trifling to warrant the expense of any alteration.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE.

No. 423

From

Lieut. Col. J. H. McShaw Stewart R.E.

Consulting Engineer for Railways,

To

Colonel G. W. Walker R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Orders
of Government marginally noted
I have the honour to submit letters
from the Agents of the Madras
and the Great Southern of India
Railways on the subject of the
cooling of railway carriages.

The only experiment
tried on the Madras Railway

was

* 121581 dated 14th
Jan'y 1871
28004 dated 6th
Nov'r 1871
229 dated 24th
May 1872.

* From Agent Madras
Railway dated
10th Aug 1872
No. 572.

* From Agent G.S.
of I. Railway
dated 23rd June
1871 No. 4079.

was by means of Cuscuta latifolia, a
report upon which is embodied
in G.O. N^o. 2196 dated 13th September
1870.

3. That arrangement has fallen into disuse in consequence of the objection taken to it by passengers, but cuscus batties are always supplied when asked for. No other appliance has been substituted for it.

4. The Agent proposes to set apart a carriage for experimenting upon at the next hot season, before which he hopes to hear something more of the

the experiences of other Rail-
way Companies.

I have the honour to be,

Sir,

Your most Obedt Servant,

Wm. Stewart Law & Co.

Cons Eng. for Railways

Madras
12. Aug
1872

No. 572

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 10 August 1872

From

Robert B. Clavin Esq.
Agent and Manager. M. R. Co.

To

St. John. I. Hall. & Shaw Stewart, & Co.
Consulting Engineer for Railways.

SIR,

With reference to the correspondence noted in the margin, I have the honour to inform you that in consequence of the delay in deciding upon the design for the new

Composite Carriages they were not put in hand until the hot season was far advanced, and they cannot now be completed in time for any experiments being made as to cooling before the present hot weather is over.

The only mode of cooling Carriages which has yet been attempted on this Railway is by means of Car-Coolers as reported to your Office in my letter of 4th of the 25th August 1870 -

This measure which appeared at first to be much appreciated by Passengers has grown almost entirely out of favour, for, as I learn, Passengers

Do 13th September 1872
" 14th June 1871 - 192-193
" 6th June 1871 - 190-91
" 24th January 1872 - 186-187

P. M. 1872
Recd. 10th August 1872

From

The Consulting Engineer
for Railways,

To

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

Dated 12th Aug 1872

Recd. 13th Aug 1872

Serial 2, No. 423

(Inward)

Letter from Agents
of M. R. Co. dated 10th Aug 1872
with regard to the
cooling of carriages
by the use of
car-coolers.
Dated 20th 19. 2020. 24 Aug 1872

Ind. 10th 1872 14 Aug 1872

1872

have found by experience that it is better to bear with the heat than to run the risk of colds &c which the use of damp Cars endangers.

4. The objections raised to them became so general that as a rule they have been discontinued, though they are supplied upon Passengers by Day trains expressing a wish to that effect. It is however only in very exceptional cases that they are applied for.

5. In June last I made application to the agent of the Great Indian Peninsula Railway for the loan of one of Sanders' Patent Carriages, but the agent replied that he was sorry not to be able to let us have one, and I have therefore been unable to give the General Public of Madras an opportunity of testing the merits of the invention. But judging from my own experience of the Carriage and that of the Chief Engineer, Locomotive Superintendent and Traffic Manager, who travelled with me in one on the Great Indian Peninsula line, I could not advocate the adaptation of the Patent to the Carriages used on this line - and judging from the papers which have been printed with the orders of Government passed upon this subject there does not appear to have been yet discovered any method of

12 5 13

Cooling Railway Carriages which can
be accepted as a model for other lines.
6. As regards this Company the
only suggestion I have to make is that
one of the Carriages now being constructed
at the Perambore Works shall be selected
for making experiments at the commencement
of next hot season, when probably
we shall be in possession of the further
experience of other Railway Companies.
7. Some expenditure will neces-
sarily be required authority for which
will be applied in due course.

I have the honour to be
Sir
Your most Obedient Servant

Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railway

Detail

186

Recd.

No.

No. 4079

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, June 23^d 1871.

From

THE AGENT,

Great Southern of India Railway,

To

The Acting Consulting Engineer
for Railways
Madras

SIR,

I have the honor to state in
reply to your No. 184 of the 16th
instant that as the carriages
in use on this line are considered
to be well adapted for the traffic
passing over the railway I did
not propose to make any alter-
-ation in them. You will observe
that as stated in another letter
our first class passenger traffic
is extremely small. It averages
a little more than half a passenger
per train, and the average
distance travelled is 56 miles
only.

Should Government however
request

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date 10th August 1872.
Recd. 12.

JS. No. 572

Regarding the subject
of existing rolling
carriages.

P.H. 2905/72.

request me to adopt any particular
plan or alteration of carriage
I shall be prepared to give effect
to ~~these~~ orders on receiving them
from you.

I have the honor to be
Yrs most obedt Servant

William Lloyd

Акт.

704079

From the Agent

J. J. O. O.

Thos Geo. Cochrane

Let Day

There is

267
Dec 22

P. M. 3935/72.

De Alteratione 10

Delivery Charges

Proving the subject

Public Works Department

№ 2019

No 2017.
Proceedings of the Madras Government
Read the following

From The Consulting Engineer } W.E. No 4284/12 1st Aug 1877
for Railways }

Ordered that these

papers be forwarded for
the information of the
Government of India.

To The Comg Engrs
for Railways

AE No. 7

2020

Book 30-8-72

To The Secretary to the
Government of India.

Sir,

With reference to
the Correspondence
marginally

marginally noted on the
subject of cooling Railway
Carriages during the hot
season. I am directed to
forward for the information
of the Government of
India the accompanying
papers from which it
will be observed that on
the Madras Railway
no method of moderating
the temperature has
been discovered beyond
that of employing cus-
cus lattices, and these
are reported to be received
with general disfavor
by the travelling public.
Further experiments are
however proposed to be
tried

* No 617 R. 7/5th April 1870.
No 1289 R. 7/22 July 1870
No 716 R. 7/2nd May 1871.
No 933 R. 7/31st May 1871.
No 1846 R. 7/28th Sept 1871.
No 2477 R. 7/8th Decr 1871.

tried in the ensuing
hot season when the
Agent anticipates he
will be in ~~the~~ possession
of the further experience
gained on other Indian
Railways. The arrange-
ment adopted by the
Great India Peninsu-
lar Railway Company
for cooling Carriages
is considered unsuited
to the Madras line,
(but for what reason
is not stated.)

No experiments
have been made with
the Carriages of the
Great Southern of India
Railway

Railway, the first class
passenger traffic conveyed
on that line being in
the opinion of the Agent
too trifling to warrant
the expense of any altera-

-tion.

W. L. Gunn

Dec 30-8-72 with
Shane C. C. & 35 C. C. of
No 2019.

C/2 3935
Govt. of 1872 Madras.
PUBLIC WORKS.

To
The Consulting Engineer for
& Railways
To the Secretary to the Govt.
of India

Dated

Recd.

Encl. 2 ✓

G. O. 24th Augt. 2019-2020

Nos. 403-404 & 405

Cooling of Railway Car-
riages - Passing orders
in letter from the Engg.
forwarding reports on
the measures adopted
for cooling the carriages
on the Madras and
C. S. of I Railways.