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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2017	Press
B.P. No.		Mis.
212-213		
Dated	14. 8.	1873

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
14th August 1873.*

No. 212. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 22nd July 1873, No. 385:—

Upon the 17th June 1871, the Government of India sanctioned* the expenditure of Rupees 49,500 for the construction of ten night composite carriages for the Madras Railway. When two of these carriages had been built, it was decided to alter and improve the designs for the remainder, and a revised estimate was submitted,† amounting to Rupees 60,200, which provided for building four carriages after a design numbered A-22, and the remaining four after a design numbered A-20. This revised estimate received the sanction‡ of the Government of India upon the 2nd July 1872.

2. The four carriages according to the design A-22 are now built, and have been in use for some time; but the construction of the remainder has been delayed in order that experience might prove whether the requirements of the passenger traffic were fully met by the accommodation provided in the composite carriages.

3. I have lately had several discussions upon the subject with the Railway Authorities, and I have now the honour to lay before Government a letter* from the Agent, with enclosure from the Traffic Manager, in which it is proposed that the remaining four night carriages should not be built as composites, but as double saloon first-class carriages, according to a design numbered C-73, which, with the design A-20 (to be superseded), is enclosed for the inspection of His Excellency in Council.

4. Mr. Church states that, after carefully watching the first-class traffic on the North-West Line, he considers two first-class compartments *at least* to be absolutely necessary in each of the through trains; and in order that each compartment may be provided with separate washing and closet accommodation, it will be necessary to "abandon the idea of composite (first and second class) carriages for the mail trains, and substitute a separate carriage for first-class and a separate carriage for second-class passengers." Mr. Church adds, that the design now submitted, No. C-73, fully meets, in his opinion, the requirements of the first-class traffic.

5. He also points out that an increase to the second-class stock is in any case absolutely necessary; and that, if the proposal to build four double-saloon first-class night carriages is approved of, at least six second-class night carriages must be simultaneously provided.

6. Mr. Barton Wright, in seconding Mr. Church's proposals, states that drawings and estimates of a new description of second-class carriage are being prepared, and solicits permission to at once proceed with the construction of the four first-class carriages.

*Proceedings of the Madras Government, Public Works Department,
14th August 1873.*

7. I am able to endorse all that is said by the Railway Authorities on the subject, and from my knowledge of the requirements of the passenger traffic on the North-West Line, I strongly recommend the substitution of design C-73 for design A-20 in the construction of the four carriages already sanctioned, and that authority be given to the Locomotive Department to commence the work without delay. The history of the Madras Railway shows that there has never been a tendency to provide passenger accommodation in excess of what is absolutely necessary, and the present application forms no exception to the rule.

8. I beg that the instructions of Government on this subject may be communicated by telegraph. I understand that the cost of the proposed new carriages will fall within the sum already sanctioned.

From W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 16th July 1873, No. 506.

With reference to the discussion which took place at the Stores Committee on the 8th instant, on the subject of my proposal to construct double-saloon first-class carriages in lieu of the composite carriages already sanctioned by Government, I now have the honour to forward you a copy of a letter from the Traffic Manager on the subject, No. C/111, dated 11th July 1873.

2. The Traffic Manager is of opinion that if it be considered absolutely necessary to provide each first-class compartment with separate washing and closet accommodation, we must abandon the idea of composite (first and second class) carriages for the mail trains, and substitute a separate carriage for first-class and a separate carriage for second-class passengers. I quite agree with Mr. Church in this view of the matter, as it is evident that one of our present new muster composites would not meet the requirements of our first-class traffic, whilst the composites sanctioned by Government, but not yet commenced, having but one second-class compartment with sleeping berths for six passengers only, would necessitate the running of an extra second-class carriage.

3. It appears to be evident that our first and second class traffic will necessitate the running of a carriage of each class with the mail trains over the South-West Line at least, and if you agree with me in thinking that a first-class carriage of the description proposed, supplemented by a second-class carriage of a description to be agreed upon, will better suit the requirements of our traffic than the composite sanctioned by Government, I shall be glad if you would be so good as to lay my proposal before the Government, so that, in the event of its being approved, I may at once proceed with the construction of the first-class carriages.

4. In the meantime drawings and estimates of a new description of second-class carriage are being prepared in the Locomotive Department, and will be submitted with as little delay as possible.

From H. E. CHURCH, Esq., Traffic Manager, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 11th July 1873, No. C/111.

With reference to your letter No. 2,163, of the 9th instant, and to the conversation which took place at the Stores Committee on the 8th idem, it will be admitted, I think, by all who have watched the first-class passenger traffic on this line, that two first-class compartments at least in each of the through trains are absolutely necessary, and if the Government are of opinion that each compartment should be supplied with separate washing and closet accommodation, we must abandon the idea of composite (first and second class) carriages for the mail trains at least, and substitute a separate carriage for first-class and a separate carriage for second-class passengers.

*Proceedings of the Madras Government, Public Works Department,
14th August 1873.*

2. The plan of a first-class carriage shown to the Committee, and embracing the foregoing conditions, appears to me as suitable a carriage as we could have. It provides for two compartments, containing four berths each, separated from each other by a passage and sliding doors on either side, with washing and closet accommodation at each end of the carriage.

3. Simultaneously with the introduction of these first-class carriages, it will be necessary to provide a similar number (six at least) of second-class carriages, with three or four separate compartments, each fitted with six transverse sleeping berths on the same plan as the second-class accommodation in the new composite carriages.

4. An increase to the present second-class stock is absolutely necessary in consequence of the number of second-class carriages set apart and specially fitted up for Post Office sorting purposes; but irrespective of this it will be admitted by all that the existing stock of second-class carriages, specially built for day travelling only, is altogether unsuited to a long journey involving night as well as day travelling.

No. 213. ORDER THEREON, 14th August 1873, No. 2,017.

RAILWAY, No. 30.

His Excellency the Governor in Council sanctions the substitution of four double-saloon first-class night

carriages according to design C-73, for the same number of composite carriages on the design A-20 which remain to be built on the sanction accorded by the Government of India in their Order communicated in G. O. of 17th July 1872, No. 1,716.

2. The submission of plans and estimates for the new description of second-class carriage will be expedited.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways, with two Plans.

Exd. S. T. Austin

Spare Copies.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 385

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Calcutta - 4

* vide G.O. 30th
June 1871. N^o.
1747.

* vide G.O. 6th
June 1872. N^o.
1401.

Upon the 14th June 1871, the Government of India sanctioned the expenditure of Rs. 47,500 for the construction of ten night composite carriages for the Madras Railway. When two of these carriages had been built, it was decided to alter and improve the designs for the remainder, and a revised estimate was submitted, amounting to Rs. 60,200, which provided for building four carriages after a design numbered A.22, and the remaining four after a design numbered A.20. This

revised

revised estimate received the sanction
of the Government of India upon the 2nd
July 1872. ^{vide G.O. 17th July 1872 N^o 1416.}

2. The four carriages ac-
cording to the design A 22 are now built,
and have been in use for some time;
but the construction of the remainder
has been delayed in order that experience
might prove whether the requirements of
the passenger traffic were fully met
by the accommodation provided in the
composite carriages.

3. I have lately had several
discussions upon the subject with the
Railway Authorities; and I have now
the honour to lay before Government a
letter from the Agent, with enclosure
from the Traffic Manager, in which
it is proposed that the remaining four

night

2
night carriages should not be built as
composites, but as double-salon first-
class carriages, according to design
numbered C 73, which, with the
design A 20. (to be superseded) is en-
closed for the inspection of His
Excellency in Council.

Mr. Church states that,
after carefully watching the first-class
traffic on the North West Line, he
considers two first-class compartments
at least to be absolutely necessary in
each of the through trains; and in
order that each compartment may be
provided with separate washing and
class accommodation, it will be
necessary to abandon the idea of com-
posite (1st and 2nd class) carriages
for the mail trains, and substitute a
separate carriage for 1st class and a
separate carriage for 2nd class.

thus

separate

separate carriage for 2nd class passengers. Mr. Church adds that the design now submitted, N.C. 73, fully meets, in his opinion, the requirements of the first-class traffic.

5. He also points out that an increase to the second-class stock is in any case absolutely necessary, and that, if the proposals to build first-class night and first-class day carriages, as a part of, at least, second-class night carriages must be simultaneously provided. Mr. Barton Wright, in seconding Mr. Church's proposals, states that drawings and estimates of a new description of second-class carriage are being prepared, and solicits permission to at once proceed

with

with the construction of the four first-class carriages.

7. I am able to endorse all that is said by the Railway Authorities on the subject, and from my knowledge of the requirements of the passenger traffic on the North-West line, I strongly recommend the substitution of design C. 73 for design A 20. in the construction of the four carriages already sanctioned, and that authority be given to the Locomotive Department to commence the work without delay. The history of the Madras Railway shows that there has never been a tendency to provide passenger accommodation in excess of what is absolutely necessary, and the present application forms no exception to the rule.

8. I beg that the instructions of Government on this subject may be communicated by telegraph. I understand that

-Times

After one or two days, *Six* is the

Yours most devoted servant

Charles C. Smith

22nd July 1873 3:15 p.m. W. H. L. L. L.

1898

Rec'd of the ...

Genl. Engineer in Charge

10/10/1944

[illegible]

100

16/2/24

1944-1945

112

Journal of Management Education 30(6)p.789-804

1. What is the purpose of the document?
 2. What are the main findings of the study?
 3. What are the implications of the findings?
 4. What are the limitations of the study?
 5. What are the conclusions of the study?

... ..

[Handwritten signature]

Date _____
Received _____
By _____

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17-11-1944

Secretary
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1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

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Madras Railway
Traffic Managers Office
Madras 18 July 1873.

The Ag. Agent and Manager
M. R. Company
Dear Sir

With reference to your letter N^o 2163 of the 9th inst, and to the conversation which took place at the Stores Committee on the 8th idem, it will be admitted, I think by all who have watched the 1st class Passenger Traffic on this Line, that two First class compartments at least in each of the Through Trains are absolutely necessary, and if the Government are of opinion that each compartment should be supplied with separate washing and closet accommodation, we must abandon the idea of composite (1st and 2nd class) carriages for the Mail Trains at least, and substitute a separate carriage for 1st class and a separate carriage for 2nd class Passengers.

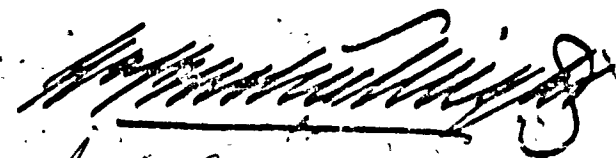
The plan of a 1st class carriage shown to the Committee, and embracing the foregoing conditions, appears to me as suitable a carriage as we could have. It provides for 2 Compartments containing 4 Berths each separated from each other by a Passage and sliding Doors on either side, with washing and closet accommodation at each end of the carriage.

Simultaneously with the introduction of these 1st class barriages it will be necessary to provide a similar number (6 at least) of 2nd class barriages with 3 or 4 separate compartments each fitted with 6 transverse sleeping berths on the same plan as the 2nd class accommodation in the new Composite barriages.

An increase to the present 2nd class stock is absolutely necessary in consequence of the number of 2nd class barriages set apart and specially fitted up for Post Office sorting purposes, but irrespective of this it will be admitted by all that the existing stock of 2nd class barriages specially built for Day travelling only is altogether unsuited to a long journey involving night as well as Day travelling.

Yours faithfully
(Signed) H. B. Church
Traffic Manager

(True copy)


Acting Agent for Manager

Low

C. H. 120/33.

No. 506.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 16th July 1873.

From
H. D. Knight Esq
Acting Agent and Manager of the M.R.C.

To
Lieut Col. H. H. Shaw Stewart R.E.
Consulting Engineer for Railways.

SIR,

With reference to the discussion which took place at the Stores Committee on the 8th instant on the subject of my proposal to construct double Saloon 1st Class Carriages in lieu of the Composite Carriages already sanctioned by Government, I now have the honour to forward you a copy of a letter from the Traffic Manager on the subject etc of 578 dated 11th July 1873.

2. The Traffic Manager is of opinion that if it be considered absolutely necessary to provide each 1st Class Compartment with separate washing and closet accommodation we must abandon the idea of Composite (1st and 2^d Class) Carriages for the Mail Trains and substitute a separate Carriage for 1st Class and a separate Carriage

P. M. 4154/73.
12. 14 Aug 73/337
2/3

for 2^d class passengers. I quite agree with Mr. Church in this view of the matter as it is evident that one of our present new Muster Composites would not meet the requirements of our 1st class traffic, whilst the Composites sanctioned by Government but not yet commenced having but one 2^d class Compartment with sleeping berths for 6 passengers only would necessitate the running of an extra 2^d class carriage:-

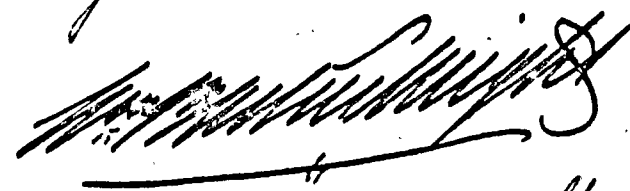
3. It appears to be evident that our 1st and 2^d class traffic will necessitate the running of a carriage of each class with the Mail Trains over the South West Line at least and if you agree with me in thinking that a 1st class carriage (a) of the description proposed supplemented by a 2^d class carriage of a description to be agreed upon will better suit the requirements of our traffic than the Composite (b) sanctioned by Government I shall be glad if you would be so good as to lay my proposal before the Government so that in the event of

4
The carriage
which
carries
the
passenger
is the
1st class

8
is being approved I may at once
proceed with the Construction of the
1st Class Carriages -

4. In the meantime Drawings
and Estimates of a new description
of 2d Class Carriage - are being
prepared in the Locomotive Department
and will be submitted with as
little delay as possible.

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



Acting Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

1st

Recd.

No.

No. 2017 P. & A.
 Gov. of the Madras Govt.
 Read the following:-
 From the Comdng. Insp. (H.R. No. 385 of 22.4.73)

His Excellency the
 Governor in Council
 sanctions the sub-
 stitution of four
 double Saloon first
 class ^{night} carriages ac-
 cording to design
 D 73, for the same
 number of Composite
 carriages on the design
 A 20 which remain

25876

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 16 July 1973.

Recd.

17 July 1973

No. 521.

Regarding the con-
 struction of double
 Saloon first class forming
 in lieu of the Composite
 ones already sanctioned
 by Government.

P. M. 4154/73.

to be built on the
sanction accorded
by the Government
of India in their order
communicated in
L.O. of 17th July 1872,
No. 1716.

The submission
of Plans and Estimates
for the new description
of second class
carriage will be
expedited.

Signed GMW

To The Comptroller
N^o 2/2-13
for Railways
20/8/73

1-19
M. 154

Govt. of 1873 Madras.

PUBLIC WORKS.

To the Secretary
for Railways

Approved
11/8/73

Dated

Recd.

Encl. 2

G. O. 14th Aug 73. No. 2017.

Nov. 21 1873

Madras Railway. The

substitution of four
Double Saloon First
class night carriages
according to design C 73
for as many com-
posite carriages on
the design A 20, sanc-
tioned; for the submission
of plans & costs for the new
description of second class carriage
as indicated.