M.R.O. 1—4,002—16 9-48.

(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. 2664 (Ry) Press
~~B.P. No.~~ ~~Mis.~~

Dated 18.9. 1874.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
18th September 1874.

No. 393. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 22nd August 1874, No. 504:—

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 20th August 1874, No. 738.

With reference to G. O. No. 1,670, dated the 28th of June 1874, and to your letters noted in the margin, I have the honor to enclose you a copy of the Traffic Manager's letter, No. C/507, of the 18th instant.

No. 340, 17th April.
,, 620, 4th July.
,, 783, 19th August.

2. I regret that the Government should have had occasion to call attention so frequently to the question of uniforms being worn by Station Masters, etc. The difficulty of overcoming the disinclination to wear uniform, which, as I have before reported, exists on the part of Station Masters (especially those of the better class who are employed at the larger stations,) has been the chief cause of this, but we have now adopted the extreme measure of making the wearing of the uniform supplied to them by the Company a condition of the service of all Station Masters, with the exception of Mr. Johnstone, the present Station Master at Bangalore.

3. Mr. Johnstone has charge of the line between Bangalore and Jollarapett in addition to his duties as Station Master, and as there is an Assistant Station Master at Bangalore, who is required to appear in uniform when on duty, I trust that the Government will not disapprove of an exception being made in this case.

4. You will remember that the question of a water-pandal at Erode was discussed at the meeting of the Committee held in my Office on the 14th of July last, when it was determined that the Company would be prepared to erect the pandal on being supplied with the funds by the native alluded to by the Deputy Consulting Engineer. You will observe, however, that the Traffic Manager has been unable to ascertain the name of the man, but that he will not lose sight of the question.

5. As regards the running of the 7 A. M. train from Erode to Mettapolliem, I quite agree with Mr. Church in thinking that the cost of doing so, even at stated periods, would be quite incommensurate with any real advantage that would be thereby gained by the travelling public, and I trust that, after perusal of the enclosed report, His Excellency the Governor in Council will be pleased to concur in this view.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras 18th August 1874, No. C 507 / A. and M.

Inspection Report, Madras Railway.

With reference to the Consulting Engineer's letter, No. 620, dated 4th July, and to Order of Government, No. 1,670, dated 20th June 1874, I beg to offer the following observations.

2. With one exception the whole of the permanent staff of Station Masters have been supplied with uniform, and have now been informed that the wearing of it on duty is a condition of their service. The exception is that of the Station Master of Bangalore, who has also charge of

the Bangalore branch, and as he is always represented on the platform by an Assistant Station Master in uniform, I presume that the Government will not require Mr. Johnstone, the Station Master, who also performs the duties of a District Superintendent, to appear in uniform.

3. The running of the 7 A. M. train from Erode to Mettapolliem is simply a question of expense, for it is not likely to increase the traffic. The object of the proposition, so far as I understand it, is to enable passengers who wish to make a direct journey to Coonoor and Ootacamund to avoid a hot ride up the ghaut; but it seems to have escaped notice that passengers from Madras and Bangalore anxious to avoid the hot ride up the ghaut, but still to make a direct journey to Coonoor and Ootacamund, would have to perform the best part of the Railway journey in the hottest part of the day, which would manifestly be a much greater undertaking than two or three hours ride up the ghaut. It does not seem possible to make any arrangement, consistent with comfort, which will enable ladies and children to make the journey direct from Madras and Bangalore to the Hills; they must halt somewhere, and Mettapolliem is probably the most convenient place. For gentlemen travelling alone, the present service will be found much more convenient than the one proposed

4. The only travellers who would appreciate the proposed service are passengers from Beypore, and from the east and south of Trichinopoly, but it is scarcely necessary to say that these form but a very small section of the visitors to the Hills. For the convenience of travellers from the east and south of Trichinopoly special accommodation has been sanctioned, and is now being provided at the Erode Station, the cost of which might have been saved if there was any intention of providing a direct service to Mettapolliem for these passengers.

5. To make a service of the kind contemplated in the Order of Government of any practical value it would be necessary, in my opinion, to maintain it for not less than a month at a time, and the minimum extra cost of such a service would be as follows :—

	Rs.	A.	P.
Locomotive power, 5,100 miles, at Annas 9-1·34	2,904	6	0
Night Watchmen	416	0	0
Extra Staff and Stores	386	0	0
	3,706	6	0

6. My inquiries have not yet enabled me to ascertain the name of the Contractor who is willing to maintain a water-pandal at Erode. If such a person can be found, it seems desirable in every way to encourage a feeling of this kind among the native community, and the subject shall not be lost sight of.

SUBMITTED to Government with reference to their Order under date 20th June 1874, No. 1,670.

2. The disinclination on the part of Station Masters at the large stations to the wearing of uniform when on duty has been got over by making this a condition of their service, and it is believed that the rule is now observed with the exception sanctioned by the Agent.

3. The Traffic Manager has been unable to discover the man referred to by Captain Thompson as willing to assist in the erection of water-pandal at Erode, but endeavours will be made by this department to find him out.

4. The Railway Authorities do not consider that any additional traffic would be obtained by running the 7 A. M. train from Erode to Mettapolliem at the commencement of the Christmas and Easter holidays, or at other stated times, while it would add to the already heavy working expenses. They do not propose, therefore, to introduce the arrangement.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for *Consulting Engineer for Railways.*

Proceedings of the Madras Government, Public Works Department,
18th September 1874.

No. 394. ORDER THEREON, 18th September 1874, No. 2,664.

RAILWAY, No. 45.

THESE reports are submitted in reply to the observations of Government on the Inspection Report of the Madras Railway, recorded with G. O., No. 1,670, dated 20th June 1874.

2. It is satisfactory to find that effectual measures have now been taken to ensure the ready recognition by passengers of Station Masters at all stations. The arrangement at Bangalore, by which the principal officer of the station is represented by an Assistant in uniform, is unobjectionable.

3. The subject of the erection of a water-pandal at Erode on the terms noticed in paragraph 16 of the Deputy Consulting Engineer's report should, as promised by the Railway Authorities, be kept in view.

4. The Traffic Manager's letter of the 18th August 1874, adduces what appear to His Excellency in Council valid arguments against even the occasional running of the 7 A. M. train through to Mettapolliem, instead of stopping for the night at Erode; and, under the circumstances represented, the subject will not be pressed.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies

No. 738

5[illegible]

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 26th August 1871.

From

R. D'E. Elwin Esqre,

Agent and Manager. of the M & C. Co.

To

Lieutt Col. I.H.M Shaw Stewart R.E.

Consulting Engineer for Railways.

Sir,

With reference to Government Order No 1670 dated the 28th of June 1871 and to your letters noted in the margin, I have the honour to enclose you a Copy of the Traffic Manager's letter No C/507 of the 18th instant.

x No 340 - 17th April
" 620 - 4th July
" 783 - 19 ult.

2 I regret that the Government should have had occasion to call attention so frequently to the question of uniforms being worn by Station Masters &c - The difficulty of overcoming the disinclination to wear uniform, which, as I have before reported, exists on the part of Station Masters, (especially those of the better class who are employed at the larger stations) has been the Chief Cause of this, but we have now adopted the extreme measure of making the wearing of the uniform supplied to them by the Company a Condition

of the service of all station Masters with the exception of Mr. Johnstone the present Station Master at Bangalore.

3. Mr. Johnstone has charge of the line between Bangalore and Jollerapett in addition to his duties as Station Master, and as there is an Assistant Station Master at Bangalore, who is required to appear in uniform when on duty I trust that the Government will not disapprove of an exception being made in this case.

4. You will remember that the question of a Water Pandal at Erode was discussed at the meeting of the Committee held in my office on the 14th of July last when it was determined that the Company would be prepared to erect the Pandal on being supplied with the funds by the Native alluded to by the Deputy Consulting Engineer - You will observe however that the Traffic Manager has been unable to ascertain the name of the man, but that he will not lose sight of the question -

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 187

Recd.

No.

9.1.3

As regards the running of the 7 am train from Erode to Mettapolliem I quite agree with Mr. Church in thinking that the cost of doing so even at stated periods, would be quite incommensurate with any real advantage that would be thereby gained by the Travelling public, and I trust that, after perusal of the enclosed report, His Excellency the Governor in Council will be pleased to Concur in this view.

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

W. F. Thorn

Agent and Manager

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

No. 738

Dated 28 August 1874

Recd. 21 [illegible]

P.W. 5304/74

Forwarding copy of letter from the Traffic Manager on the subject of the wearing of uniform by Station Masters & the running of a train [illegible]

P.W.D. 18 Sept/74 [illegible] No. 393.

6/507 A. Hill

111 4

Madras Railway
Traffic Managers office
18 August 1874.

Agent and Manager
M. R. Company.

Dear Sir,

Inspection Report Madras Railway.

With reference to the Consulting Engineers letter No 620 dated 4th July, and to order of Government No 1670 dated 20th June 1874. I beg to offer the following observations

2. With one exception, the whole of the permanent staff of Station Masters have been supplied with uniform and have now been informed that the wearing of it on duty is a condition of their service. The exception is that of the Station Master of Bangalore, who has also charge of the Bangalore Branch, and as he is always represented on the Platform by an Assistant Station Master in uniform, I presume that the Government will not require Mr Johnstone the Station Master, who also performs the duties of a District Superintendent to appear in uniform.

3. The running of the 7 AM. Train from Erode to Mettapolliem is simply a question of expense for it is not likely to increase the Traffic. The object of the proposition, so far as I understand it, is to enable Passengers who wish to make a direct journey to Coonoor and Ootacamund, to avoid a hot ride up the Ghaut, but it seems to have escaped notice that Passengers from Madras and Bangalore anxious to avoid the hot ride up the

Ghaut

Ghaut but still to make a direct journey to Coimbatore and Ootacamund would have to perform the best part of the Railway journey in the hottest part of the day, which would manifestly be a much greater undertaking than 2 or 3 hours ride up the Ghaut. It does not seem possible to make any arrangement, consistent with comfort which will enable Ladies and Children to make the journey direct from Madras and Bangalore to the Hills, they must halt somewhere, and Mettapolliem is probably the most convenient place. For Gentlemen travelling alone, the present service will be found much more convenient than the one proposed.

4. The only Travellers who would appreciate the proposed Service are Passengers from Beypoor, and from the East and South of Trichinopoly, but it is scarcely necessary to say that these form but a very small section of the Visitors to the Hills. For the convinience of Travellers from the East and South of Trichinopoly special accommodation has been sanctioned, and is now being provided at the Erode Station, the cost of which might have been saved if there was any intention of providing a direct Service to Mettapolliem for these Passengers.

5. To make a service, of the kind contemplated in the order of Government, of any practical value it would be necessary in my opinion to maintain it for not less than a month at a time, and the minimum extra cost of such a service would be as follows.

Locomotive power: 5700 miles @	9/1.34	2904-6-0
Night Watchmen		416-0-0
Extra Staff and Stores		386-0-0
	Rupees	3706-6-0

6. My enquiries have not yet enabled me to ascertain the name of the Contractor who is willing to maintain a Water Canal at Erode. If such a person can be found it seems desirable in every way to encourage a feeling of this kind among the Native community, and the subject shall not be lost sight of.

Yours faithfully
(signed) A. E. Church
Traffic Manager.

(True Copy)

Agent and Manager.

Encl.

P. W. Despatch

Proceedings of the Treasury

Read the following

From
The Engineer
for Railways
2664

{18-8-74
{22-8-74

Have the honor to acknowledge
receipt of your letter
No 5304 dated 18th Augt 1874
Submitting a letter from
the Agent for Railways
on the subject of the
alleged non-fulfilment by
the Contractors of the
Kandrian Railway Section
of the Contract with the G. of I.
dated 20th June 1874.

I am instructed by
the Secretary to Govt
to say that effectual
measures have now
been taken to ensure
the speedy Reorganization
by Government of

P. W. 1874 Department
Govt of India Railway Dept
Received on 18th Aug
No 5304
The Secretary
for Railways
To The Secretary to Govt
P. W. Dept
Fort St George
Dated 22nd
Received 24th Augt 1874
Encl 2.

No. 504
El. 2. 2664. 18-8-74.
Submitting letter from the Agent for Rys on the subject of the non-payment of wharfage by steam vessels &c. the erection of a water shed at Errod &c.

No 393

Despatched 24th Augt 1874.

Station Masters at all Stations. The arrangement at Bangalore by which the principal officer of the Station is represented by an assistant in uniform is ~~being~~ in vogue.

The subject of the erection of a Water Pandal at Erode on the terms noticed in para 16 of the Deputy Consulting Engineer's report should, as promised by the Railway Authorities be kept in view.

2/1"

The Traffic Manager's letter of the 18th August 1874 adduces what appear to His Excellency in Council valid arguments against even the occasional running of the S.I.R. train through to Mettapolliem instead of stopping for the night at Erode and, under the circumstances represented, the subject will not be pressed.

C.S.W.

To The Conductor for Railways
I. Copies despd 24/9/74.

5304

Govt. of {1874} Madras.

- PUBLIC WORKS.

To

The Chairman & Members

Dated

Rcvd. Encl. 2

G. O. 18 Sept. 1874, No. 2664

Nos. 393-394.

Railway Uniforms

~~Whether Revised~~

Passing orders on the Endorsement by the Consulting Engr. for Railways submitting a Letter from the Agent on the subject of the wearing of Uniforms by Station Masters; the erection of a Water Pandal at the Erode Station & the running of the 7 A.M. train from Erode to Mettapollium.