

(1) Number of pages_____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	274-75	Press
B.P. No.		Mts.
Dated	2 - 2 - 195	C875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
2nd February 1875.*

Read the following papers —

No 25. 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, 17th December 1874, No 765

With reference to Proceedings of Government, No 1,572, dated 13th June 1874, I have the honor to submit letters from the Agents of the Madras and South Indian Railways on the subject of No 9 of the Rule sanctioned by the Government of India for adoption on State Railway lines

2 It will be observed that the Agents are not prepared to accept the several clauses of Rule 9, and, with a view specially to the simplification of accounts, have suggested the following modifications for the consideration of Government —

Clause (a)

The Agent of the South Indian Railway suggests that this clause should read as follows —

“The system adopted in the Government Telegraph Department in respect of instruments, (*excepting such instruments as are used for train signalling*), tariff receipt, transmission and check of messages, and code signals, shall be adopted and strictly followed so far as the *transmission of messages for the public is concerned*”

Both Agents are of opinion that the wording proposed in paragraph 5 of my letter, No 354, dated 7th July 1873,

Clause (d)

should be substituted for the clause as laid down by the Government of India. The Traffic Manager of the Madras Railway observes that it fully meets the requirements of Government, and would be much better understood by the class of men employed as Telegraph Signallers

Clause (f)

This clause is not considered necessary for the Guaranteed Railways.

The Agent of the Madras Railway again urges the adoption of the proposals made in his letter No 435, dated 23rd June 1873 and in reply to the

Clause (e)

objection contained in paragraph 3 of letter No 333 T, dated 16th May 1874, from the Government of India, the Traffic Manager shows that 92 per cent. of the messages passing between the Madras Railway and the Government Telegraph systems relate to those systems only, and that something less than 5 per cent. of the whole of the messages pass over more than two systems. about 3 per cent. consisting of Indo-European and British Burmah and Ceylon messages

Mr. Church adds, “with these latter exceptions, for which accounts must still, I presume, be kept, there would be no difficulty in showing that in the case of messages passing over more than two systems, the cost of keeping accounts and of conducting correspondence *plus* the cost of postage under the present system of accounting would more than outweigh the very small advantage gained by the intermediate system of sharing in the charge for the message, while in the case of 92 per cent. of the messages all account-keeping would be entirely obviated by the adoption of my proposal.

*Proceedings of the Madras Government, Public Works Department,
2nd February 1875.*

"As the whole of the monies received by the Government Telegraph Department and by the Railways are paid into one common treasury, it is perhaps after all immaterial what the divisions of charges shall be, but I would submit that it will make a considerable difference to the State whether a division sufficient for all practical purposes shall be effected without any expense at all, or whether an elaborate system of account keeping shall be maintained at a serious cost to the State"

The Agent of the South Indian Railway suggests the modification of clause (i) so as to read as follows —

"For all messages which pass over the Government wires and the wires of one or more railways the proceeds will be divided in equal proportions according to the number of system used,"

or, the adoption of Mr. Church's suggestion as far as Indian messages are concerned.

The Agent of the South Indian Railway points out that this clause is unnecessary, as the necessary provision would be contained in clause (i)

Clause (j)

This clause is not considered necessary for Guaranteed Railways

Clause (k)

This clause is not considered necessary for Guaranteed Railways

Clause (m)

This clause is not considered necessary for Guaranteed Railways

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, 15th December 1874, No 1,110

With reference to your letter No 580, of the 24th of June last, and to the Orders of Government referred to therein, I have the honor to enclose you a copy of a letter from the Traffic Manager, dated the 14th instant, No C/314-1,091, in which he expresses his views as to the rules for the interchange of telegraph messages sanctioned by the Government of India for adoption on State Railways

2 "I quite concur in the opinions expressed by Mr Church, and trust that with a view specially to the simplification of accounts, the Government will be pleased to assent to the modifications in the various clauses of No 9 of the Rules which he suggests

From H E CHURCH, Esq., Traffic Manager, to R B ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 14th December 1874, No C/ $\frac{214 A \& M}{1,091}$

Telegraph Traffic

CONSULTING Engineer's letter dated 24th June, No 580, with Proceedings of Government, dated 13th August 1873 and 13th June 1874, Nos 2,006 and 1,572, on the subject of Rule 9 sanctioned by the Government of India for adoption on State Railway lines, printed with the Proceedings of Government dated 10th April 1874, No 932

2 - Clause (d) appears to me unnecessarily elaborate and calculated to lead to misapprehension on the part of signallers in determining the route of a message The alteration proposed by Colonel Shaw-Stewart in paragraph 5 of his letter to the Secretary to the Madras Government, dated 7th July 1873, No 354, fully meets the requirements of the Government of India, and will be much better understood by the class of men employed as Telegraph Signallers

3 Clause (f) can scarcely be considered necessary for the Guaranteed Railways

4 Clause (i) — Looking at the relations of the State Railway Telegraph and the Government Telegraph, it seems questionable whether, in the division of charges, they can be viewed as separate

*Proceedings of the Madras Government, Public Works Department,
2nd February 1875*

systems to the prejudice of the Guaranteed Railways Again, it does not seem altogether equitable to allow the Government Telegraph a larger proportion of the charges than the guaranteed lines, for although, as pointed out by Colonel Dickens in paragraph 2 of his letter to the Secretary to the Government of Madras, dated 16th May 1874, No 333 F, the length of the Government Telegraph lines is very much in excess of any one Railway line, yet it must be borne in mind that the cost of transmitting a message consists principally in the staff and instrument charges

5 I would, however, again venture to urge the adoption of the proposal made in my C/ $\frac{206}{1,091}$, dated 28th April 1873, and, with reference to Colonel Dickens' objection contained in paragraph 3 of his letter above quoted, would remark that during the year 1873 the total number of messages transferred by the Government Telegraph to the Madras Railway system was 2,978, classified as follows —

2,744	for the Madras Railway system or	92 14	per cent
111	do do and one other system	4 73	"
3	do do and two do	0 10	"
6	do Indo-European system	0 21	"
84	do British Burmah and Ceylon	2 82	"
2,978		100 00	"

Again, the number of messages transferred by the Madras Railway to the Government Telegraph during the year 1873 was 1,609, classified as follows —

1,494	for the Madras Railway system or	92 85	per cent
55	do do and one other system	3 42	"
2	do do and two do	0 12	"
10	do Indo-European system	0 62	"
48	do British Burmah and Ceylon	2 99	"
1,609		100 00	"

6 It will be seen from these figures that 92 per cent of the messages passing between the Madras Railway and the Government Telegraph systems relate to those two systems only, and that something less than 5 per cent of the whole of the messages pass over more than two systems The remainder, say, 3 per cent, consisting of Indo-European and British Burmah and Ceylon messages

7 With these latter exceptions, for which accounts must still, I presume, be kept, there would be no difficulty in showing that, in the case of messages passing over more than two systems, the cost of keeping accounts and of conducting correspondence, plus the cost of postage under the present system of accounting, would more than outweigh the very small advantage gained by the "intermediate system" of sharing in the charge for the message, while in the case of 92 per cent of the messages all account-keeping would be entirely obviated by the adoption of my proposal

8 As the whole of the monies received by the Government Telegraph and by the Railways are paid into one common treasury, it is perhaps after all immaterial what the division of charges shall be, but I would submit that it will make a considerable difference to the State whether a division sufficient for all practical purposes shall be effected without any expense at all, or whether an elaborate system of account-keeping shall be maintained at a serious cost to the State

9 It will be seen that in 1873 my proposition would have given the Madras Railway a smaller proportion of the charges than was actually received, but, on the other hand, all account-keeping would have been obviated, and in this way the net results to the Railway as well as to the Government would have been more satisfactory

10 Clauses (k and m) apply to the State Railways only

From W. S BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J H M. SHAW-STEWART, R E, Consulting Engineer for Railways, dated Negapatam, 1st December 1874, No 251

Your letter No 335, of the 26th ultimo, and previous correspondence

I am not prepared, on behalf of this Company, to accept (as ruling the settlement of telegraph traffic exchanged between the Railway and the Government Telegraph systems) the terms of

*Proceedings of the Madras Government, Public Works Department,
2nd February 1875*

No 9 of the Rules sanctioned by the Government of India for adoption upon the State Railway Telegraph lines.

I do not consider that any alteration is called for in the mode of working which has been followed for so many years past, but if the Government Telegraph Department wish to bring into force, in exchanging telegrams with the Railway Telegraph lines, some such regulations as those which have been adopted for the State Railway Telegraph lines, I would suggest the following amendments in the rule referred before to —

Clause (a) —After the word "instruments" add "excepting such instruments as are used for train signalling" Exclude the last five words, and substitute "transmission of messages for the public is concerned"

Clause (d) —Substitute for this the wording given in paragraph 5 of letter No 354, printed in the Proceedings of the Madras Government, Public Works Department, 18th August 1873

Clause (f) —Omit Applies to State Railways

Clause (e) —After words "or more Railways" omit to end of sentence and add "the proceeds will be divided in equal proportions according to the number of systems used," or, adopt Mr Herbert Church's suggestion so far as Indian messages are concerned

Clause (j) —Omit Provision would be made in Clause (e)

Clause (h) —Omit Applies to State Railways

Clause (m) —Omit Applies to State Railways

No 26 Endorsement of the Consulting Engineer for Railways, dated Madras, 23th December 1874, No 780.

From W S BETTS, Esq, Agent of the South Indian Railway, to Lieutenant-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, dated Negapatam, 24th December 1874, No 310.

I UNDERSTAND the Madras Railway Company have furnished you with particulars of the telegraphic traffic exchanged between themselves and the Government Telegraph Department. You may, therefore, wish to receive similar information regarding this Company's telegraph traffic In continuation of my letter No 251, of the 1st instant, I accordingly send the attached statement for the quarter ending 31st August 1874

SOUTH INDIAN RAILWAY
*Statement of Telegraph Traffic exchanged with the Government Telegraph Department,
during the quarter ending August 1874*

	Received by S I R	Forwarded by S I R
Message passing over South Indian and Government system only	496	453
Do do above and other systems	1	3
Indo-European messages	10	17
Burmah messages	17	16
Ceylon messages	25	17
	549	506

NEGAPATAM,
23rd December 1874.

(Signed) W S BETTS,
Agent

*Proceedings of the Madras Government, Public Works Department,
2nd February 1875.*

SUBMITTED to Government in continuation of this office letter No 765, dated 17th December 1874.

(Signed) J. H. M SHAW-STEWART, Lieut.-Colonel R E,
Consulting Engineer for Railways.

No. 27. ORDER THEREON, 2nd February 1875, No 274.

RAILWAY, No. 2.

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

(Here enter No. 275, dated 2nd February 1875.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd S T. Austin.
Spare Copies

Offt. of S. G. 1875
PUBLIC WORKS

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, February, 2nd 1875.

No 28.

No. 275.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 3.

SIR,—With reference to paragraph 5 of your letter No. 333 T, dated 16th May 1874, in which I am requested to report, with the permission of His Excellency the Governor in Council, whether the Guaranteed Railway Companies of this Presidency are prepared to adopt Rule 9 of the amended Rules furnished with Resolution No. 150 T., dated 12th May 1874, for the interchange of telegraph traffic, I am now directed to forward, for the consideration of the Government of India, the accompanying papers in which certain modifications are suggested by the Railway Authorities.

I have the honor to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd S. T. Austin.

Spare Copies

B/ 3/14 C/ 4/10
1091

Madras Railway Company
Traffic Manager's Office
14th December 1874

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

Telegraph Traffic

Consulting Engineer's letter dated 24th June 1870, with Proceedings of Government dated 13th August 1873 and 13th June 1874, Nos 2006 and 1572, on the subject of Rules sanctioned by the Government of India for adoption on State Railway Lines, printed with the Proceedings of Government dated 10th April 1874, No 932.

2. Clause (d) appears to me unnecessarily elaborate and calculated to lead to misapprehension on the part of Signallers in determining the route of messages. The alteration proposed by Colonel Shaw Stewart, in paragraph 5 of his letter to the Secretary to the Madras Government dated 7th July 1873, No 354, fully meets the requirements of the Government of India, and will be much better understood by the class of men employed as Telegraph Signallers.

3. Clause (f) can scarcely be considered necessary for the Guaranteed Railways.

4. Clause (i) Looking at the relations of the State Railway, Telegraph and the Government Telegraph, it seems questionable whether, in the absence of changes, they can be viewed as separate systems to the prejudice of the Guaranteed Railways.

Again it does not seem altogether equitable to allow the Government Telegraph, or larger proportion of the charges than the Government Lines, for although, as pointed out by Colonel Dickens, in paragraph 2 of his letter to the Secretary to the Government of Madras, dated 16th May 1874, at 3337, the length of the Government Telegraph Lines is very much in excess of any one Railway Line, yet it must be borne in mind that the cost of transmitting a message consists principally in the staff and Instrument Charges.

5. I would, however, again venture to urge the adoption of the proposal made in my letter dated 28th April 1873, and, with reference to Colonel Dickens' objection contained in paragraph 3 of his letter above quoted, would remark that during the year 1873 the total number of messages transferred by the Government Telegraph to the Madras Railway System was 2978, classified as follows.

2744	for the Madras Railway System or 92.14 per Cent
141	do and one other system. 4.73
3	do and two do 0.10
6	Indo-European System 0.21
84	British Birmah & Ceylon. 2.82
2978	100.00

Again the number of messages transferred by the Madras Railway to the Government Telegraph during the year 1873, was 1609, classified as follows.

1494	for the Madras Railway System or 92.85 per Cent
55	do and one other system. 3.42
2	do and two do 0.12
10	Indo-European System 0.62
48	British Birmah & Ceylon. 2.99
1609	100.00

6. It will be seen from these figures that 92 per Cent of the messages passing between the Madras Railway and the Government Telegraph System relate to those 2 Systems only, and that something less than 6 per Cent of the whole of the messages pass over more than 2 Systems. The remainder, say 3 per Cent, consisting of Indo-European and British Birmah and Ceylon messages.

7. With these latter exceptions for which accounts must still, I presume, be kept, there would be no difficulty in showing that, in the case of messages passing over more than 2 Systems, the cost of keeping accounts and of conducting correspondence plus the cost of Postage under the present system of accounting would more than outweigh the very small advantage gained by the intermediate system of sharing in the charge for the message, while in the case of 92 per Cent of the messages all account-keeping would be entirely obviated by the adoption of my proposal.

8. As the whole of the monies received by the Government Telegraph and by the Railways are paid into one common

No. 251

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, 1st December 1874

From

THE AGENT,

South Indian
Great Southern of India Railway.

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No 335 of the 26th ultimus and
previous correspondence

I am not prepared, on behalf of the
Company, to accept (as ruling the settlement
of telegraph traffic exchanged between
the Railway and the Government telegraph
systems) the terms of No 9 of the rules sanctioned
by the Government of India for adoption
upon the State Railway Telegraph lines

I do not consider that any alteration
is called for in the mode of working which
has been followed for so many years past,
but if the Government Telegraph department
wish to bring into force, in exchanging
telegrams with the Railway Telegraph lines,
some such regulations as those which
have been adopted for the State Railway
Telegraph lines, I would suggest the following
amendments in the rule before referred to
Clause (a) after the word "instruments,"
add "excepting such instruments
as are used for train signalling"
Exclude the last five words, and
substitute

Treasury, it is perhaps after all immaterial
what the decision of charges shall be, but
I would submit that it will make a
considerable difference to the State whether
a decision sufficient for all practical
purposes shall be effected without any
expense at all, or whether an elaborate system
of account keeping shall be maintained
at a serious cost to the State

It will be seen that in 1873 my
proposition would have given the Madras
Railway a smaller proportion of the
charges than was actually received, but
on the other hand all account keeping would
have been obviated and in this way the net
result to the Railway as well as to the Govern-
ment would have been more satisfactory

1908/74
Clauses (K and L) apply to the
State Railways only.

Yours faithfully
H. C. Church
Traffic Manager

(True Copy)

H. J. R. R. R.
Agent & Engineer

A/K

substitute "transmission of messages
for the public is concerned".
clause (d) substitute for this the wording
given in para 5 of letter No 304 printed
in the proceedings of the Madras Govt
PW Dept 15 August 1873

clause (f) omit. Applies to State Railways

clause (i) After words "or more Railways"

omit to end of sentence and add

"the proceeds will be divided in

"equal proportions according to the

"number of systems used"

or, adopt Mr Herbert Church's

suggestion so far as Indian messages

are concerned

clause (j) omit. Provision would be made in (i)

clause (k) omit. Applies to State Railways

clause (m) omit Applies to State Railways

I have the honor to be
Sir

Yours most obedient servant

Successive B. H. B.

Agent

No. 1110

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 15th December 1874

From

H. D. Oliver Esq^r
Agent and Manager of the M. & C.

To

Robert Hall Esq^r Secretary to the
Consulting Engineer for Railways

Sir,

With reference to your letter of the 21st of June last and to the Order of Government referred to therein, I have the honour to enclose you a copy of a letter from the Traffic Officer dated the 14th instant, at C^o 114/1091, in which he expresses his views as to the rules for the interchange of Telegraph messages sanctioned by the Government of India for adoption on State Railways.

I quite concur in the opinions expressed by Mr. Church and trust that with a view specially to the simplification of accounts the Government will be pleased to assent to the modifications in the various clauses of Art. 9 of the Rules which he suggests.

I have the honour to be,
Sir,

Your most obedient servant

H. D. Oliver
Agent and Manager

From

The Agent
V. J. D.

The Consulting Engineer
for Railways

Dated 15th December 1874

No. 251

P. M. 1874

Mr. Kilpatrick

Sir,

To

Great Southern of India Railway,

THE AGENT,

From

No.

GREAT SOUTHERN OF INDIA RAILWAY.
AGENTS OFFICE,
NEGAPATAM,
186

Railway Department

CONSULTING ENGINEER'S OFFICE.

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,

From Agent

No. 11107

15th Dec 74 with

enclosure

From - do - Do

1st Dec 74.

With reference to Proceedings of Government, No. 1572, dated 13th June 1874, I have the honour to submit letters from the Agents of the Madras and South Indian Railways, on the subject of No. 9 of the Rule sanctioned by the Government of India for adoption on State Railway lines.

It will be observed that the Agents are not prepared to accept the several clauses of Rule 9, and with a view specially to the simplification of accounts have suggested the following modifications for the

MADRAS RAILWAY

From

The Agent and Manager

The Consulting Engineer

for Rules

Dated 15th December 1874

Recd.

No. 1110

Forwarding the same of the right to be taken in the interests of the public service by the Act of 1874 in relation to the

Railway Department

CONSULTING ENGINEER'S OFFICE.

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,

From Agent
No. 1110 of
15th Dec 74 with
enclosure.
From - do - do
No. 257 of
1st Dec 74.

With reference to Proceedings
of Government, No. 1572, dated 13th
June 1874, I have the honour to
submit letters from the Agents of
the Madras and South Indian
Railways on the subject of No. 9 of
the Rule sanctioned by the Govern-
ment of India for adoption on
State Railway lines.

It will be observed that
the Agents are not prepared to accept
the several clauses of Rule 9, and
with a view specially to the sim-
plification of accounts have sug-
gested the following modifications for
the

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated

Recd

No. 1110

Forwarding the Memo
of the 11th Dec 74
to the Agents of the
Madras and South Indian
Railways on the subject of
the Rule sanctioned by
the Government of India
for adoption on State
Railway lines.

the consideration of Government.

The Agent of the South Clause / c /
Indian Railway suggests that this
clause should read as follows:—

• The system adopted in
the Government Telegraph depart-

ment in respect of instruments,

excepting such instruments as
are used for train signalling,

tariff receipt, transmission and
check of messages, and code sig-

nals shall be adopted and
strictly followed so far as the

transmission of messages for
the public is concerned.

Both Agents are of opinion Clause / d /
that the wording proposed in para-
graph 5 of my letter N° 354 dated
7th July 1873, should be substi-
tuted for the clause as laid down
by the Government of India.
The Traffic Manager of the Ma-
dras Railway observes that it
fully meets the requirements of
Government

Government and would be much
better understood by the class of
men employed as Telegraph sig-
nallers.

Clause / f /

This clause is not con-
sidered necessary for the guaranteed
Railways.

Clause / i /

The Agent of the Madras
Railway again urges the adoption
of the proposals made in his letter
N° 435 dated 23rd June 1873, and
in reply to the objection contained
in paragraph 3 of letter N° 333 T
dated 16th May 1874, from the
Government of India, the Traffic
Manager shows that 92 per cent
of the messages passing between
the Madras Railway and the
Government Telegraph systems
relate to these systems only, and
that something less than 5 per cent
of the whole of the messages pass
over more than two systems, about
3 per cent consisting of Indian
European

European and British Burmah and
Ceylon messages.

Mr. Church adds, with these
latter exceptions for which accounts
must still, I presume, be kept
there would be no difficulty in
showing that in the case of mes-
sages passing over more than two
systems, the cost of keeping accounts
and of conducting correspondence
plus the cost of postage under the
present system of accounting
would more than outweigh the very
small advantages gained by the
intermediate system of sharing
in the charges for the message, while
in the case of 92 percent of the
messages all account keeping
would be entirely obviated by the
adoption of my proposal.

As to the whole of the monies
received by the Government Telegraph
department and by the Railways are
paid into one common Treasury, it
is perhaps, after all, immaterial
what

what the divisions of charges shall be,
but I would submit that it will
make a considerable difference to the
State whether a division sufficient
for all practical purposes shall be
effected without any expense at all,
or whether an elaborate system of
account keeping shall be maintained
at a serious cost to the State.

The Agent of the South Indian
Railway suggests the modification of
clause (i), so as to read as follows:-
"For all messages which pass over
the Government wires and the wires
of one or more Railways the proceeds
will be divided in equal propor-
tions according to the number of
systems used."

on the adoption of Mr. Church's
suggestion as far as Indian messages
are concerned.

The Agent of the South Indian
Railway points out that this clause
is unnecessary, as the necessary provi-
sion would be contained in clause (i).
This clause is not considered
necessary

clause (i)

clause (i)

necessary for guaranteed Railways.

This clause is not considered Clause / m
necessary for guaranteed railways.

I have the honor to be

Sir

Your most obedient servant

Madras

17th December

1874

General Engineer for Railways

2130.00001874.11.17.75

From the Agents of the
Madras & Delhi Railway
Company in the office
of the General Engineer
for Railways

To

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

From

The Consulting Engineer
for Railways,

RAILWAY DEPARTMENT

17th December 1874

Dated 17th December 1874

No

165

165/24-2-2-90

165/24-2-2-90

165/24-2-2-90

165/24-2-2-90

165/24-2-2-90

South Indian
GREAT SOUTHERN OF INDIA RAILWAY

AGENT'S OFFICE,

NEGAPATAM, 24th December 1874

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

I understand the Madras Railway
Company have furnished you with partic-
ulars of the telegraphic traffic exchanged
between themselves and the Government
Telegraph Department. You may therefore
wish to receive similar information
regarding this Company's telegraph
traffic. In continuation of my letter
No 251 of the 1st instant, I accordingly
send the attached statement for the
quarter ending 31st August 1874

I have the honor to be

Your most obedient servant
Agent

P. H. Dept
 Proceedings of the Madras Government
 Read the following.

From
 The Consulting Engineer
 to Railways } (M. No. 765d/17 Dec/74)

No. 780

SUBMITTED for the to of Government.
 in continuation of their office letter
 No. 765d/17 December 1874.

780 28
 red that in
 he forwarded
 location of the
 India.

Minister

Genl. Secy.
 R.E.

to the
 ment of India

CONSULTING ENGINEER'S OFFICE,
 Madras, 28 Decr 1874.

Consng. Engineer for Railways.

To

The Secretary to Government,
 Public Works Department,
 Fort Saint George.

reference to
 letter No.
 May 1874
 was requested

the permission
 of His Excellency the Governor
 in Council, whether the
 Guaranteed Railway
 Companies of this Presidency
 and

2/1

RAILWAY DEPARTMENT.

From *W. 1874 Department*
P. W. Dept for S. E. Ry
8107

The Chief Engineer
 and Consulting Engineer
 for Railways,

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

GP No. 274 2-2-75

Dated 28 Dec 1874.

Received 29

Encl. No. 700.

Enclosing letter
 No 310 of 24 Dec 1874,
 with statement from
 The Agent of the South
 India Railway in
 regard to telegraphic traffic

20 Dec 1874 R. 12-1-75

P. H. Dept
 Proceedings of the Madras Government
 Read the following.

From

The Consulting Engineer
 for Railways

(M. No. 765d/17 Dec 74)

Do

Do

274

Ordered that in
 these papers be forwarded
 for the consideration of the
 Government of India.

C. S. J. R. P.
24/2/75

To The Secretary to the
 Government of India

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With reference to
 para 5 of your letter No
 333 T dated 16 May 1874
 in which I am requested
 to report, with the permission
 of His Excellency the Governor
 in Council, whether the
 Guaranteed Railway
 Companies of this Province
 and

2/11

2/11

are prepared to adapt
Rule 9 of the amended
Rules furnished with Res.
olution No 1507 dated 12th
May 1876 for the interchange
of telegraph traffic, and
now directed to forward for
the consideration of the
Govt. of India, the ac-
companying papers in
which certain modifications
are suggested by the
Railway Authorities.

G.M.W.

Signed V. S. Cooper & Co. Secy of previous
Pres. of Dept. 4/2/75.

~~Revised 1-75~~

C. 3022000 1876/12-1-78

Forwarding for con-
siderations papers
containing modifications
suggested by the
Authorities of this Presidency
in regard to Rule 9
for the interchange of
Telegraph traffic