

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 308	Press
	Mis:
19-20	
Dated 1-2-1869.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
1st February 1869.*

No. 19. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 5th January 1869, No. 2:—

Read the following letter from the Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 5th January 1869, No. 2.

1. With reference to letter No. 2,847, from the Agent of the Great Southern of India Railway, I have the honour to state that I do not consider that the Great Southern of India Railway is at present adequately supplied with locomotives. It is far better to have a few extra engines, so that all those in use may be kept clean and in perfect order, than to overwork the locomotives; if the traffic is expected to increase, locomotives should be in readiness to meet the increased traffic.

2. Paragraphs 3 and 4 require no comment.

3. The Locomotive Superintendent remarks that "the oscillation upon our covered goods is entirely due to a defect in the axle boxes, which permits of lateral play. The whole of the new boxes are being rapidly altered, and all the altered ones run as steadily as possible. The half inch play alluded to is allowed purposely to admit of warping of timber, irregular castings, &c.," his meaning is not obvious, but if the waggons run as steadily as possible, nothing more can be expected.

The covered goods waggons of the Madras Railway are heavier, and have half an inch less play on their axles than the waggons of the same class on the Great Southern of India Railway had, and they certainly oscillated far less.

4. From paragraph 6 it would appear that Mr. Betts looks upon an inspection report as a personal attack. On my enquiring in the Locomotive Workshops for the Semaphore signals for Teroovembore station, I was told that there was great difficulty in getting a suitable post, and that the iron work was complete; the Locomotive Superintendent should have supplied the post, and it seems immaterial whether one Officer neglected his duty in this respect for five years, and another for one and a half years, or the same Officer for six and a half years. The necessity for signals is laid down in the Board of Trade Rules, and has constantly been pressed on the Agent's attention by the Consulting Engineer for years past. When accidents occur to the Madras Line of Railway, Semaphores are always set up a day or two after the misadventure, so it is obvious that there need not be any delay in erecting them.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 19th December 1868, No. 2,847.

1. I have the honour to state that the several defects pointed out in Colonel Prendergast's last Inspection Report, (a copy of which was sent to me with your letter No. 303, of the 11th ultimo,) have been, or are in the course of being, remedied.

2. In reply to the second paragraph of your letter, I have to observe that according to our present working we have two engines (excluding the small ballast engines) above the number required to run the ordinary trains. This perhaps is working somewhat closely, but the ship in which two new locomotives are loaded is now over due, and when these engines are erected, I consider we shall have sufficient locomotive power over and above actual requirements to meet the special demands of traffic and of repairs. I am now in treaty with the Public Works Department for the running of stone trains daily from Trichinopoly; should an agreement be concluded for this traffic, I shall apply for Government sanction to ask my Directors for an addition to our stock of engines.

*Proceedings of the Madras Government, Public Works Department,
1st February 1869.*

3. The Locomotive Superintendent informs me that the faulty cranks of the two engines last received have been removed, and spare ones substituted. Two other cranks have been indented for; Mr. Sheward remarks, "the tyres are wearing badly it is true, but if they would stand, these engines would do good service to the Company. There are several little details about them that are faulty in construction, but otherwise there is nothing that would warrant special notice."

4. A few days before the receipt of your letter, I had repeated my orders against "fly shunting." The helping of a train out of a station by an engine pushing from behind is an exceptional circumstance on this line, on some lines at home, at certain places, nearly every train has to be so assisted.

5. With reference to the latter part of paragraph 14 of the Inspection Report, the Locomotive Superintendent remarks, "the oscillation upon our covered goods is entirely due to a defect in the axle boxes which permits of lateral play. The whole of the new boxes are being rapidly altered (nearly half of them being now finished), and all the altered ones run as steadily as possible. The half inch play alluded to is allowed purposely to admit of warping of timber, irregular castings, &c."

6. I cannot close this letter without expressing my opinion upon the following remark made by Colonel Prendergast, "I really think that an energetic Locomotive Superintendent might have supplied a suitable post in less than six and a half years." I consider this statement unfair to Mr. Sheward. In the first place that officer has not been six and a half years in the service, he took up his appointment in May, last year; and in the second place, he has nothing whatever to do with the erection of the signals. He gets an order for so many single and so many double Semaphore signals, and those issued from his shops the month after he assumed charge might for aught he knew have been put up at Teerovembore, as at any other station. I think it but due to Mr. Sheward that Government should have this explanation placed before them.

From the Consulting Engineer for Railways, to the Agent and Traffic Manager of the Great Southern of India Railway, dated Madras, 2nd June 1868, No. 136.

1. I have the honour to request that you will favour me with information as to whether any measures are being taken to increase the number of locomotive engines upon the Great Southern Railway.

2. I observe that the number of engines is now fifteen, only four of which have been added to the stock since the first portion of the Erode extension was opened in December 1866.

3. Upon the Madras Railway, with its 645 miles of open line, the number of train miles during the half-year ended 31st December 1867, was 683,790: to perform which work the number of locomotive was 106, so that each engine had to haul a train over an average distance of 6,498 miles during the half-year.

4. Upon the Great Southern Railway, with its 168 miles open line, the number of train miles run during the same half-year was 123,688, and during the current half-year there will be an addition of 16,244 miles, making in all 139,932 train miles; and to perform this work each engine will have to haul a train over an average distance of 9,329 miles.

5. Upon the Madras Railway the number of engines is found to be below what is necessary, and measures are being taken to make a considerable increase to the stock.

6. I observe that upon the Great Southern Railway most of the detentions to trains are caused by the failure of the engines to do their work; and I can only come to the conclusion that the stock requires considerable augmentation.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 12th June 1868, No. 2,613.

I sent on your letter No. 136, of the 2nd instant, to this Company's Locomotive Superintendent, and I attach for your information copy of his reply. You will observe that Mr. Sheward is of opinion the line will not be under-engined when the two new engines arrive. Directly sanction is accorded for putting in hand the works of the southern extension, I shall send in an Indent for an addition to our engine stock.

*Proceedings of the Madras Government, Public Works Department,
1st February 1869.*

From the Locomotive Superintendent, to the Agent of the Great Southern of India Railway, dated Negapatam, 9th June 1868, No. 911.

Your No. 3,893. Consulting Engineer's letter No. 136.

We have two more engines now under construction at home, which should arrive here in about the end of the year. We shall then have enough engines for our work I think, unless you anticipate an increase in the traffic. I do not mean to say I should not like to have more engines, for at present I have quite as much as I can do with the stock, but when I get the two new ones I do not think we shall be under-engined. I must, however, correct the Consulting Engineer where, in the last paragraph of his letter, he says the engines have "failed to do their work," the inference from which remark would be that they failed from "fault" either in construction or working order. Our stock is in most excellent repair, and when the engines have failed it has been as a rule from bad water or from circumstance over which no one could have any control, such as heated bearings or leaking tubes. Of our fifteen engines, two are ballast engines which are not available for passenger or fast trains, and when the south line is begun we shall lose those two, and my stock will be then only thirteen. We should be on the safe side if our stock, available for any purpose, was increased to seventeen engines (without the ballast engines), which would give us an engine for every ten miles of open line, which is a fair Indian proportion.

SUBMITTED for the information of Government, with reference to G. O., dated 6th November 1868, No. 3,467.

2. The insufficient strength of locomotive engines on the Great Southern of India Railway has for some time been apparent, and I am by no means satisfied with the Agent's assurance that upon the arrival of two new engines, now on their way, there will be "sufficient locomotive power over and above actual requirements to meet the special demands of traffic and of repairs." Upon this subject I beg to draw the attention of Government to a letter* addressed by me to Mr. Betts on the 2nd June last, and to that gentleman's reply.†

* No. 136.

† No. 2,613, dated 12th June 1868.

3. Colonel Prendergast's strictures upon the dilatoriness shown by the Locomotive Department in the matter of the Semaphore signals are, in my opinion, fully borne out by facts. The delay which has occurred in giving effect to the reiterated wishes of Government in this respect is far from creditable to the authorities of the Great Southern Railway.

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

No. 20.

ORDER THEREON, 1st February 1869, No. 308.

RAILWAY, No. 3.

Ordered that these papers be forwarded to the Home Government.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T Augustin.

Cort. of 1869 Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER FOR
RAILWAYS

Dated February, 1st.

Recd.,

Enc.

G. O., 1st February 1869, No 308.

FEBRUARY.

Nos. 19-20

Locomotive Engines (Railway).—Passing orders on the letter from the Consulting Engineer, giving cover to correspondence with the Agent of the Great Southern of India Railway regarding the insufficiency of the present number of Locomotive Engines in use upon that Railway.

N^o 2.

Submitted for the information of Government, with reference to G. O. dated the 6th November 1868, N^o 3467.

2. The insufficient strength of locomotive engines on the Great Southern of India Railway has for some time been apparent, and I am by no means satisfied with the Agent's assurance that upon the arrival of two new engines, now on their way, there will be "sufficient locomotive power" over and above actual requirements to "meet the special demands of traffic, and of repairs." Upon this subject I beg to draw the attention of Government to a letter addressed by me to Mr. Betto on the 2nd June last, and to that gentleman's reply.

Colonel Prendergast's strictures upon the dilatoriness shown by the Locomotive Department in the matter

* N^o 136

* N^o 2613 712th
June 1868.

matter of the Semaphore Signals are in
my opinion fully borne out by facts.
The delay which has occurred in giving
effect to the reiterated wishes of Govern-
ment in this respect is far from creditable
to the Authorities of the Great Southern
Railway.

Madras 2
5th January 3
1869

Major R.E.
Cons. Eng. for Rys

To The Secretary to Govt
P. W. Departt
Fort Saint George

Great Southern of India Railway
Agents office Negapatam 19th Dec 68
No 2847
The Agent
Great Southern of India Railway
The Consulting Engineer of Government
Madras
Sir I have the honor to state that the
several defects pointed out in the last
Inspection Report (a copy of which was
sent to me with your letter of the 11th ult.)
have been or are being remedied
I have the honor to state that the
locomotives are now working
and when these engines are created

I consider we shall have sufficient locomotive power over and above actual requirements to meet the special demands of traffic and of repairs. I am now in treaty with the Public Works Department for the running of stoker trains daily from Bruchinopoly. Should an agreement be concluded for this traffic I shall apply for Government sanction to ask my directors for an addition to our stock of engines. The Locomotive Superintendent informed me that the faulty cranks of the two engines last received, have been removed and spare cranks substituted. Two other cranks have been ordered for with the same remarks. The types are more or less good, but if they would stand these engines would do good service to the Company. There are several little details about them that are faulty in construction but otherwise there is nothing that would warrant special notice.

9
A few days before the receipt of your letter I had repeated my orders against fly chucking the helping of a train out of a station by an engine pushing from behind is an exceptional circumstance on this line - on some lines at home, at certain places nearly every train has to be so assisted. With reference to the later part of the Inspection Report the Locomotive Superintendent remarks the oscillation upon our covered goods is entirely due to a defect in the axle boxes which permits of lateral play. The whole of the new boxes are being rapidly altered (nearly half of them being now finished) and all the altered ones run as steadily as possible. The half inch play allowed to is allowed purposely to admit of warping of timber, irregular castings &c. I cannot close this letter without expressing my opinion upon the following

following remark made by Col. Prendergast.
 "I really think that an energetic locomotive
 superintendent might have supplied a
 suitable post in less than six or half years.
 I consider their statement unfair to Mr.
 Sheward. In the first place that officer
 has not been 6 1/2 years in the service, as
 he took up his appointment in May, last
 year; and in the second place he has not
 anything to do with the erection
 of the signals and the gets and orders for so
 many single and double semaphore
 signals, and those issued from his shop
 the month after he assumed duty, as
 might for aught he knew have been put
 up at Secombore as at any other
 station. I think it but due to Mr. Sheward
 that Government should have this ex-
 planation placed before them.
 I have the honor to be
 Sir, your obedient servant
 Wm. H. ...
 Agent

7615

N. H. 21/59

6230
 11
 N. 2047
 From
 the Agent
 of S. Ry.
 To the Com. Engineer
 for Railway
 Mason
 Dated 19 Dec, 1868.
 Res. 21. W.
 Offers remark upon
 Col. Prendergast's
 last Inspection Report.

Railway Department

Cons: Eng^{rs} office

№ 136

12

Lo,

W. L. Betts Esq

Agent & Traffic Manager
C. & G. S. Railw

Trapper Creek
G. P. & I. Railway

Per

2. I have the honour to request that you will favour me with information as to whether any measures are being taken to increase the number of locomotive engines upon the Great Southern Railway. I observe that the number is only 4 of which have

engines upon the Great
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of engines is now 15, only 4 of which have
been added to the stock since the first
portion of the Exide Extension was
opened in December 1866.
Upon the Madras Railway,

opened in December 1866. Upon the Madras Railway, with its 645 miles of open line, the number of train miles during the half-year ended 31st December 1867 was 688,790: to per-
form which work the number of locomotives was

was 106, so that each engine had to haul a train over an average distance of 6.498 miles during the half year.

4. Upon the Great Southern Railway, with its 168 miles open line, the number of train miles run during the same half-year was 123,688, and during the current half-year there will be an addition of 16,244 miles, making in all 139,932 train miles; and to perform this work each engine will have to haul a train over an average distance of 9.329 miles.

5. Upon the Madras Railway the number of engines is found to be below what is necessary, and measures are being taken to make a considerable increase to the stock.

6. I observe that upon the Great

Great Southern Railway most of the detentions to trains are caused by the failure of the engines to do their work; and I can only come to the conclusion that the stock requires considerable augmentation.

I have &c.

Madras
2nd June
1868

/Signed/ J. H. St. John Stewart
Major R.E.

Com: Engr for Rly.

(True Copy)

Wm Stewart Major R.E.

Com: Engr for Railways.

No. 2613

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, 12th June 1868.

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

I send you your letter No 136
of the 2nd inst to the Company's
Locomotive Superintendent, and
attach for your information
copy of his reply. You will
observe that Mr. Shumard is of
opinion the line will not be
under-empired when the two
new engines arrive. Directly
sanction is accorded for
putting in hand the works
of the Southern Extension I
shall send in an indent for
an additional four engines etc.

Yours truly
Sir

Wm. A. Bell
Agent

12/6/68

N. 911.

Great Southern of India Railway
Locomotive & Carriage Dept Office
Madras 19th June 1868

My dear Sir,

Yours N. 3893.

Consulting Engineer's letter N. 136

We have two more Engines
now under construction at home which
should arrive here in about the end of the
year. You shall then have enough Engines for
our work I think unless you ^{anticipate} ~~contemplate~~
an increase in the traffic. I do not mean to
say I should not like to have more Engines
for at present I have quite as much as I
can do with the stock but when I get the
two new ones I do not think I shall be
under Engine. I must however correct the
Consulting Engineer's letter in the last para-
graph of his letter he says the Engines have
failed to do their work the expense from
which remark would be that they failed
from fault; either in construction or
working order. Our stock is in most
excellent repair & when the Engines have
failed

Dear Sir

19th June

6681

The Agent

The Consulting Engineer

for Madras

Letter 19th June
Received 19th June 1868

At Madras 19th June

Letter from Mr. D. B. ...

in connection with the ...

19th June

failed it has been a rule from last
winter or from circumstances over which no
one could have any control such as broken
bearings or leaking tubes. Of our 15 Engines
two are ballast engines which are not
available for passenger or fast trains &
taken the South Sea is begun we shall
have three times as many stock left as then
only 13 - we should be on the safe side
if our stock, available for any purpose
has increased to 17 Engines (ballast & the
Ballast Engines) which would give us
an Engine for every 10 miles of open line
which is a fair Indian proportion

Yours truly

Wm. S. Bell

Mr. S. Bell

William S. Bell
Agent

Railway Department

Cous: Eng. office

N^o 2.

From
Lieut. Colonel W. N. D. Prudhoe V.C. & C.
Deputy Com: Eng. for Railways

To
Major J. H. de Shaw Stewart R. E.
Com: Engineers for Ry.

Sir,

With reference to letter N^o 2847
from the Agent of the Great Southern of India
Railway I have the honour to state that I
do not consider that the Great Southern of
India Railway is at present adequately sup-
plied with locomotives. It is far better
to have a few extra engines so that all those
in use may be kept clean and in perfect order
than to overwork the locomotives; if the
traffic is expected to increase locomotives
should be in readiness to meet the increased
traffic.

2. Passes 3 and 4 require no com-
-ment.

3. The Locomotive Superintendent remarks that "the oscillation upon our covered goods is entirely due to a defect in the axle boxes which permits of lateral play. The whole of the new boxes are being rapidly altered and all the altered ones run as steadily as possible. The half inch play alluded to is allowed purposely to admit of warping of timber, irregular castings &c." his meaning is not obvious but if the wagons run as steadily as possible nothing more can be expected.

The covered goods wagons of the Madras Railway are heavier and have half an inch less play on their axles than the wagons of the same class on the Great Southern of India Railway had, and they certainly oscillated far less.

4. From para 6 it would appear that Mr. Petto looks upon an inspection report as a personal attack.

On

On my enquiring in the Locomotive Workshops for the semaphore signals for Perambur station I was told that there was great difficulty in getting a suitable post and that the iron work was complete, the Locomotive Superintendent should have supplied the post and it seems immaterial whether one officer neglected his duty in this respect for 5 years and another for $1\frac{1}{2}$ years or the same officer for $6\frac{1}{2}$ years. The necessity for signals is laid down in the Board of Trade Rules and has constantly been pressed on the Agents' attention by the Consulting Engineer for years past. When accidents occur to the Madras Line of railway semaphores are always set up a day or two after the misadventure, so it is obvious that there need not be any delay in erecting them.

Madras
5 January
1869

I have the honour,
Sir,
Your most obedient Servant
Leitch C. B. M. R. E.

By Order: Secy. for Railways.

1831/69

1st W 169 Sept
From (5) A 51
The Consulting Engineer
for Railways.

To
The Secretary to Govt
P. W. Dept

Dated 5th } Jan 7/69.
Rec^d 7.

Enc: 5th A 51

No 308 - 1st Feby 1869

Submitting for
the information of
Govt, correspondence
on the subject of in-
sufficient strength of
locomotive engines
on the G. S. & S. Ry.

C. 13 Jan 1869 R. 192

With an order

No 308

2)

Ordered that these papers
be forwarded to the Home
Government.

Start & change
1st Feby 1869

To the Gen. Insp. Railways

Rec^d 2/2/69

1st W 169 Sept
1869

1st W 169 Sept
1869

Dec 31
Govt. of (1869) Madras.

PUBLIC WORKS.

To Consulting Engineer
for Railways

Dated

Sec.

to

Sec.

Recd.

Enc.

G. O. 121, Dtd 1869, No 308.

Nos. 19 & 20

of Locomotive Engines
in use upon the
Railway.

Locomotive Engines (By)

Referring to the letter
from the Chief Engineer
concerning correspondence
with the Agent of the G. S.
regarding the insuffi-
ciency of the present number

7