M.R.O. 1—77,006—8-6-31.

(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. 2886 Press
147, 148, Mis.

Dated 7 - 12 - 1872.

Not to be folded or roughly handled

No. 147. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 22nd November 1872, No. 645 :—

In reply to the Order of Government dated the 20th instant, No. 2,729, I have the honour to state that upon receipt of the previous Order dated the 2nd instant, No. 2,583, the purport of the Government of India telegram was communicated to the Agent of the Great Southern of India Railway, and he was authorized to submit to his Board the indents for the narrow gauge rolling stock sanctioned for the Southern Extension.

2. Those indents provided for the whole of the engines and vehicles sanctioned by the Government of India, the numbers being 30 locomotives and 535 vehicles of all kinds. These numbers, as remarked by the Government of India, are slightly in excess of what would be provided at the outset for a corresponding length of State Railway, which, at the rate of 10 engines and 200 vehicles per 100 miles, would be 22 engines and 430 vehicles of all kinds. The quantity of rolling stock sanctioned for the Southern Extension of the Great Southern Railway is however very far within what is shown, in the Government of India's memorandum, to be necessary for a narrow gauge line in order to earn 4 per cent. net profits; and, looking to the certain prospect of at least a considerable portion of the open line being converted at an early date to the narrow gauge, it does not seem to me that there is any probability of the rolling stock being found to be in excess of requirements.

3. I have requested the Agent to communicate to his Board the suggestion made by the Government of India in the second paragraph of their letter, and I am of opinion that it may be safely left to the Directors to use their discretion as regards the state of the coal and iron market in England.

No. 148. Order thereon, 7th December 1872, No. 2,886.

RAILWAY, No. 32.

His Excellency the Governor in Council concurs with the Consulting Engineer in the opinion that the communication of the suggestion of the Government of India to the Board of Directors will secure due consideration to the state of the market when complying with the indents lately submitted to them.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Austin.

Railway Department. CONSULTING ENGINEER'S OFFICE,

No. 645.

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,

In reply to the order of Government dated the 20th instant, No. 2729, I have the honour to state that upon receipt of the previous order dated the 2nd instant, No. 2583, the purport of the Government of India telegram was communicated to the Agent of the Great Southern of India Railway, and

and he was authorised to submit to his Board the indents for the narrow-gauge rolling-stock sanctioned for the southern extension.

2. Those indents provided for the whole of the engines and vehicles sanctioned by the Government of India; the numbers being 30 locomotives and 535 vehicles of all kinds. These numbers, as remarked by the Government of India, are slightly in excess of what would be provided at the outset for a corresponding length of State Railway; which, at the rate of 10 engines and 200 vehicles per 100 miles, would be 22 engines and 430 vehicles of all kinds. The quantity of rolling stock sanctioned for the southern extension of the Great Southern Railway is however very far within what is shewn in the Government of India's Memorandum, to be necessary

for a narrow gauge line
in order to earn 4 per cent
net profits; and, looking
to the certain prospect of at
least a considerable portion
of the open line being con-
verted at an early date
to the narrow gauge, it does
not seem to me that there
is any probability of the
rolling stock being found
to be in excess of requirements

3. I have requested
the Agent to communicate
to

to his Board the sug-
gestion made by the
Government of India in
the second paragraph
of their letter, and I am
of opinion that it may
be safely left to the
Directors to use their
discretion as regards the
state of the coal and iron
market in England.

I have the honor to be,
Sir,
Your most obedient Servt.
Lieut Col R.E.
Chief Engineer for Rys

Madras
22nd November
1872
Examined

Rec'd 2nd November /72 No 36-37.
" 20th " " 320-321.

P. W. 1872 Depart
Govt of Fort St Geo

RAILWAY DEPARTMENT.

1872.
From No. 5780.

The Consulting Engineer
for Railways,

To

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

Dated 22nd
Recd. 23rd } November 1872.

No. 645.

With regard
to indent for engines
and vehicles for
the Southern extension
of the Great Southern
of India Railway.
No. 2886-7 Dec /72.

No 147
dt 27 Nov /72

Cir. 5780

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Consulting Engr for Railways

Dated

Recd. Encl.

G. O. 7th Dec. 1872. N 2886.

Nos. 147 & 148

Rolling Stock. Circ.

Circular to the Directors of the Guaranteed Railways as to the expediency of communicating with the Board of Directors the suggestion of the Govt. of India relative to the Rolling Stock required for the Southern Extension of the G. I. Railway.

6 29 Stamps