

(1) Number of pages 29

(2) Date of repair 9.2.1922

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 390-91	Press Mis.
166-68	
Dated 9 2	1872.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th February 1872.*

No. 166. Read the following letter from the Deputy Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 16th January 1872, No. 25 :—

I HAVE the honour to submit, for the sanction of the Government of India, Indent No. 65, in duplicate, on the Board of Directors of the Madras Railway for twenty locomotive engines, the approximate estimated cost being Rupees 7,00,000.

Letter No. 7, dated 11th January 1872, enclosed with Agent's letter, No. 21, of 12th January 1872.

2. Under the circumstances explained by the Locomotive Superintendent, the engines asked for appear to be indispensable, and I strongly recommend the indent for sanction.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 12th January 1872, No. 21.

IN accordance with the request contained in your letter No. 9, of the 9th instant, I have the honour to enclose you a copy of a letter* from the Locomotive Superintendent, in which he furnishes explanation in regard to the necessity for the twenty new locomotives recently indented for.

* No. 7, dated 11th January.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 11th January 1872, No. 7.

WITH reference to the Deputy Consulting Engineer's letter, No. 9, of 9th instant, calling for an explanation as to the necessity for so large an increase as twenty locomotives, I beg to inform you that, although we have at present 126 locomotives, twenty of these are tank engines, which are only used for shunting and special purposes, so that we actually have only 106 engines to work our traffic over 832 miles of railway now open.

2. We have thirteen Engine Stations, five of which are Termini, and two of which are Junctions. At each of these stations we are obliged to keep at least one spare engine beyond the number actually employed in working ordinary trains, and even with this provision we are at times very much pressed for engine power when bursts of traffic take place.

3. There are sixty-one engines daily in steam working ordinary trains, and allowing for a shed-day for each engine every seventh day, it will be seen that seventy-one engines in working order are at least necessary to work the ordinary traffic. Add to these the thirteen engines posted as spare throughout the line and we have eighty-four engines.

4. During the past year as many as seven engines at a time have been occupied ballasting, and at least three engines are constantly at work running wood specials for locomotive use, so that ninety-four engines may be considered as necessary to be available for the ordinary working of the line. This leaves a margin of twelve engines only as under repairs—far too small a proportion.

5. Many of our boilers are now coming in for renewal and heavy repairs. This must in the natural course of things be looked for, and we must be prepared with extra locomotive stock to take the place of these engines during the execution of such repairs. I estimate that we should make provision for at least 25 per cent. of our engines being under repair, and considering the fact that a great portion of the North-West line has only been recently opened, and that judging by the result of the working over other portions of our line the development of traffic will probably necessitate ere long a considerable increase of engine power, I think the Company might probably be placed in great straits if provision were not made to meet such increase of trade as may fairly be looked for.

*Proceedings of the Madras Government, Public Works Department,
9th February 1872.*

6. An engine or two will also be required to work the Neilgherry branch, and ballast and material trains will probably be required.

7. It must be borne in mind that these engines can scarcely be expected to arrive in India till towards the close of 1873.

No. 167.

ORDER THEREON, 9th February 1872, No. 390.

RAILWAY, No. 15.

ORDERED that the Indent submitted with this letter be forwarded to the Government of India.

(Here enter No. 391, dated 9th February 1872.)

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 9th February 1872.

No. 168.

No. 391.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 16.

SIR,—I am directed to forward the accompanying Indent which the Agent of the Madras Railway proposes to make on the Board of Directors in England for twenty locomotive engines, and to request that, under the very full explanations furnished by the Locomotive Superintendent of their necessity, it may receive the sanction of the Government of India. The estimated cost of the engines is Rupees 7,00,000.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R. E.,

Secretary to Government.

Exd. S. T. Augustin.

Railway Department.

Consulting Engineer's Office

N^o 25

From,

Captain L. S. Smith, P.E.,
Dy. Cons. Engineer for Railways.

To,

Colonel A. Carpendale, P.E.,
Secretary to Government
Public Works Department
Fort Saint George.

Sir,

I have the honour to submit
for the sanction of the Government of India.
Indent, N^o 65, in duplicate on the Board
of Directors of the Madras Railway for
twenty Locomotive engines, the approximate
estimated cost being Rs. 7,00,000.

2. Under the circumstances ex-
plained by the Locomotive Superintendent,
the engines asked for appear to be indis-
pensable, and I strongly recommend the

Letter N^o 7 dated
11th January 1872.
Inclosed with Agents
letter N^o 21 of 12th
January 1872.

indent

indent for sanction.

I have the honour to be

Dear Sir

Your most obedient servant

W. Smith

Captain, R.E.,

Engineer for Railways

Nassau
16th January 1872

By W. Smith
Per. of the 16th Jan 72

Mr. Secy for the
Govt.

The Secy to Govt
P.O.

Dated 16th Jan/72

Enclosure No 25

4-6-39

Submitting
for the sanction
of the Govt of India
under No 65 for
20 Locomotive En-
gines

£390-391-9

No 166

6.25 Jan/72 R.292

107.

Madras Railway
Loco. Superintendent's Office
Percambore Works 11th Jan'y 1872

To

The Agent and Manager,
Dear Sir,

With reference to the Deputy
Consulting Engineer's letter of 9th of 9th
Instant, calling for an explanation as
to the necessity for so large an increase
as 20 Locomotives, I beg to inform you
that, although we have at present 126
Locomotives, 20 of these are Tank Engines,
which are only used for shunting and
special purposes, so that we actually
have only 106 Engines to work our Traffic
over 832 miles of Railway now open.

2. We have 13 Engine Stations,
5 of which are Terminals, and 2 of which
are Junctions: at each of these stations
we are obliged to keep at least one spare
Engine beyond the number actually
employed in working ordinary Trains,
and even with this provision, we are at
times very much pressed for Engine power
when bursts of Traffic take place.

3. There are 61 Engines daily in steam
working ordinary Trains, and allowing
for a shed day for each Engine every
seventh day, it will be seen that 71
Engines in working order are at least
necessary to work the ordinary Traffic.
Add to these the 13 Engines posted

as space throughout the Line and we have 84 Engines.

4. During the past years as many as 7 Engines at a time have been occupied ballasting, and at least 3 Engines are constantly at work running wood specials for locomotive use, so that 94 Engines may be considered as necessary to be available for the ordinary working of the Line. This leaves a margin of 12 Engines only as under repairs - far too small a proportion.

5. Many of our Railways are now coming in for renewal and heavy repairs. This must in the natural course of things be looked for, and we must be prepared with extra Locomotives stock to take the place of these Engines during the execution of such repairs. I estimate that we should make provision for at least 25 per cent of our Engines being under repair, and, considering the fact that a great portion of the North West Line has only been recently opened, and that, judging by the results of the working over other portions of our Line, the development of Traffic will probably necessitate, even long, or considerable increase of Engine power, I think the Company might probably be placed in great straits if provision were not made to meet such increase of Trade as may fairly

be looked for.

6. An Engine or two will also be required to work the Kelgherry Branch, and Ballast and material Trains will probably be required.

7. It must be borne in mind that these Engines can scarcely be expected to arrive in India till towards the close of 1873.

Yours faithfully
W. Barton Wright
Loco. Superintendent

True Copy
W. Barton Wright
Agent & Manager

24/4/92

7

No 65

Marras Railway.

Order for Locomotive Engines required by the Locomotive Department. 19th December 1871.

Article.	Quantity.	Description of the article in detail.	When the article is to be used or erected.	For what purpose the article is required.	Approximate estimate as to the cost of each article based on the price list received from England.	Explanation as to the necessity of each article.	Period for which the supply is required.	Total of the stock in hand.	Average yearly consumption.
1	2	3	4	5	6	7	8	9	10
Locomotive Engines with Tenders.	Twenty (20)	Similar to those supplied on Order No 293 dated 1 st June 1868.	—	—	R. S. P. 7,00,000	To meet the requirements of the traffic.	—	126	—
								2 1/2	

W. J. L. Brown
Agent & Manager

W. J. L. Brown
Secy. Suph.
19. 12. 71.

Abstract

No 1st Railway

9

Indent for Locomotive Engines required by the
Locomotive Department.

Locomotive Engines } 20
with Tenders.

Rs. 700,000--

Rs. 700,000--

Submitted for the approval and sanction of
Government on the 15th 1871.

[Signature]
Agent and Manager

Consulting Engineer to Govt

P.W. 267/72

Secretary to Govt

P.W. 267/72

P.W. 267/72

No. 21.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 12th January 1872.

From

A. B. Edwin Esq.,
Agent and Manager of the M. R. Co.

To

Major H. L. Deneberg Esq.
Acting Consulting Engineer for Railways.

Sir,

In accordance with the request
contained in your letter of the 9th
instant I have the honour to enclose
you a copy of a letter from the Locomotive
Superintendent in which he furnishes
explanation in regard to the necessity
for the 20 new Locomotives recently
indented for.

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

A. B. Edwin
Agent & Manager

P. W. 100/12

Public Works Deptt

No 390.

Proceedings of the Madras Government
Read the following

From
The Wg Comgrs
for Railways

H.C. No 258 16 Jan 1912

Ordered that the
Indent submitted with this
letter be forwarded to the

The for Engrs for Railways Government of India.
Desd 10/2/12

No 391.

To The Secretary to the
Government of India.

Sir.
I am directed to
forward the accompanying
Indent which the Agent
of the Madras Railway
proposes to make on
the

10/2/12

L.M. Seng - 21/9/11
MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

11/6/12

Dated 12th January 1912.
Recd. 15

No. 21

Enclosing a copy of a
letter from the above
Department. In which
explanation is given
in regard to the
necessity for the
new locomotives
recently ordered

the Board of Directors in
England for 20 Locomotive
Engines and to request
that under the very full
explanations furnished by
the Locomotive Superin-
tendent of their necessity
it may receive the sanc-
tion of the Govt of India.

The estimated cost of the
Engines is Rupees 700,000.

19/12/72

Recd 10/2/72 with two letters
& before 28th 350/1872

62/12/72 R. 245

Ch 267

Govt. of 1872 Madras.

PUBLIC WORKS.

To the Consulting Eng^r for
Railways

and
To the Secretary to the Govt
of India

Dated

Recd.

Encl 2

G. O. 9th Feb^y 1872. N 390-391

Nos. 166-167 & 168

Locomotive Engines. Referred to
in the letter from the Eng^r for
Rys submitting indent for
twenty Locomotive Engines
required for the Madras Ry.

Submitting for sanction
an indent for twenty Locomotive
Engines required for the
Madras Ry.