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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1105.	Press
B.P. No.		~~Mis.~~
Dated	29. 4.	195
		1874

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
29th April 1874.*

No. 399. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 18th March 1874, No. 165:—

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 16th March 1874, No. 5,429.

YOUR letter No. 109 of the 3rd instant, I am unable to show you in figures the full effect the running at increased speeds has upon our working expenses; it may not have told so far as actual expenditure of rupees is concerned in some departments at present, but the increased wear and tear of line and stock will be felt hereafter.

2. That the reduction of the load has told upon the expenses will be seen from the increased number of special trains which had to be run in January and February last. The Locomotive Superintendent, so far as his department is concerned, observes, "There can be no doubt that the increased speed does necessitate a very appreciable extra cost in our working. I observe from my working that the consumption of fuel on this train has gone up rather over 1 lb per mile, and the oil consumed for 100 miles has very nearly doubled itself. The wear and tear must of course be greater, but we have not been at work long enough for the results to show themselves."

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 18th February 1874, No. 5,395.

THE Locomotive Superintendent has reported to me that when Government ordered the speed of the through trains over this railway to be accelerated, he placed for the working of these trains over the western section his stock of large four-wheeled coupled engines. This was to enable the same load to be worked on the western section (where the gradients are steeper) that was worked over the eastern section.

2. Mr. Sheward finds however the increased speed has had such a damaging effect upon these engines that he has been compelled to take them off and replace them with the small four wheel coupled engines. A set of brasses did not run three months in the larger engines, and the engines themselves became so rough it was almost dangerous to run them at the speed; they threatened to shake themselves to pieces.

3. The result of this change has been to cause a reduction (to nine) in the maximum number of vehicles to be run in the through trains, and I have had to give notice that horses and carriages cannot be forwarded by these trains.

4. I have also had to intimate to the Quarter Master General that not more than one carriage load of troops at one time can be conveyed in the through trains.

5. Will you please place this information before Government.

SUBMITTED for the information of Government in continuation of this office endorsement, No. 494, dated 17th September 1873.

2. The further reduction in the maximum load of the mail train between Trichinopoly and Erode will necessarily increase the train mileage and the working expenses of the line.

*Proceedings of the Madras Government, Public Works Department,
29th April 1874.*

3. The vehicle mileage now performed by the mail train in each direction is as follows:—

	Vehicles	Miles.
Between Negapatam and Caroor	...	...
.. Caroor and Erode	...	...
Total vehicle mileage...	...	...

Previous to the acceleration of the speed of this train the vehicle mileage was—

	Vehicles	Miles.
Between Negapatam and Caroor	...	...
.. Caroor and Erode	...	...
Total vehicle mileage...	...	...

The difference between these numbers has to be made up by increasing the loads (with diminished speed) of the local trains, and by the running of extra goods trains.

4. In addition to this extra train mileage, the acceleration in speed of the mail trains has increased the consumption of fuel and oil per mile, and subjected the rolling stock to greater wear and tear which will eventually tell upon the number of repairs and renewals.

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

No. 400. ORDER THEREON, 29th April 1874, No. 1,105.

RAILWAY, No. 63.

His Excellency the Governor in Council observes that it was accepted as a matter of course that a speed of 20 miles an hour for the through train could be maintained on this broad gauge line as is done on the Madras and other main lines in India. Should the cost of running at this speed, with wear and tear of rolling stock and rails, prove excessive, the causes will doubtless be found to be due to some imperfection of the line or stock, remedies for which the Railway Authorities will be called on to consider. The arrangement under which the through train is timed to stop at every station along the line doubtless increases the wear and tear, and entails an otherwise unnecessary rate of speed, with its consequences, to make up for lost time.

2. The Consulting Engineer will call upon the Railway Authorities to report the rate of speed they propose maintaining for through trains when the conversion to the narrow gauge shall have been effected.

3. Should present imperfections of line or stock be reported irremediable, so that the rate desired cannot be maintained with due regard to safety and economy, it may then be open for consideration whether such final maximum rate shall be at once introduced.

(True Extract.)

To the Consulting Engineer for Railways.
Exd. E. C. Shunker.
Spare Copies

Colonel, R.E.,
Secretary to Government.

No. 5429

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 16 March 1874.

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras.

SIR,

Your letter No 109 of the 3rd Inst I am unable to show you in figures the full effect the running at increased speeds has upon our working expenses; it may not have told so far as actual expenditure of rupees is concerned in some departments at present; but the increased wear and tear of line and stock will be felt hereafter.

That the reduction of the load has told upon the expenses will be seen from the increased number of special trains which had to be run in January and February last. The Locomotive Superintendent so far as his department is concerned, observes "There can be no doubt that the increased speed does necessitate a very appreciable extra cost in our working. I observe from my working that the consumption of fuel on this train has gone up rather over 1st per mile and the oil consumed for 100 miles has very nearly doubled itself. The wear and tear must of course be greater but we have not been at work long enough for the results to show themselves."

I have the honor to be
 Sir
 Your most obedient servant
William B. H.
 Agent.

Respecting the
 working of the train
 service
 19.7.29.4
 18.12.39

To
 The Consulting Engineer
 for Railways
 Madras
 18.12.39

No. 5396 GREAT SOUTHERN OF INDIA RAILWAY.
 AGENTS OFFICE,
 NEGAPATAM, 18 February 1894

From
 THE AGENT,
 Great Southern of India Railway,
 To
 The Consulting Engineer
 for Railways
 Madras
 SIR,

The Locomotive Superintendent has reported to me that when Government ordered the speed of the through trains over this railway to be accelerated, he planned for the working of these trains over the Western section, his stock of large four wheel coupled engines. This was to enable the same load to be worked on the Western section (where the gradients are steeper) that was worked over the Eastern section.

We observed finds however the increased speed has had such a damaging effect upon these engines, that he has been compelled to take them off and replace them with the small four wheel coupled engines. A set of braxers did not run three months in the larger engines, and the engines themselves became so rough it was almost dangerous to run them at the speed; they

they threatened to shake themselves to pieces.

The result of this change has been to cause a reduction ^(to time) in the maximum number of vehicles to be run in the through trains, and I have had to give notice that horses & carriages cannot be forwarded by these trains.

I have also had to intimate to the Quarter Master General that not more than one carriage load of troops at one time can be conveyed in the through trains.

Will you please place this information before Government.

I have the honor to be
Sir

Your most obedient servant
William B. B. B.
Agent

Railway Department. Consulting Engineer's office

No. 165

Submitted for the
information of Government in con-
tinuation of this office endorse-
ment No 494, dated 17th September
1873.

2. The further reduction
in the maximum load of the
mail train between Trichinopoly
and Erode will necessarily in-
crease the train mileage and the
working expenses of the line.

3. The vehicle mileage
now performed by the mail train
in

C/25117

View

Off. C. E. G. S.

to the

to the Consulting Engineer
for Railways

March 24th 1874

No 5396

Regarding the
opening of the through
train

1874/1875

125 1/2 29 1/2 4 1/4
1874/1875

in each direction is as follows:

Between Regapatam and Caroor — ^{vehicle miles} $13 \times 127 = 1651$.

— " — Caroor and Erode — $9 \times 41 = 369$.

Total vehicle mileage 2020

Previous to the acceleration of the speed of this train the vehicle mileage was

Between Regapatam and Caroor — ^{vehicle miles} $18 \times 127 = 2286$.

— " — Caroor and Erode — $16 \times 41 = 656$.

Total vehicle mileage 2942.

The difference between these numbers has to be made up by increasing the loads / with diminished speed / of the local trains, and by the running of extra goods trains.

In addition to this
extra

extra train mileage, the acceleration in speed of the mail trains has increased the consumption of fuel and oil per mile, and subjected the rolling stock to greater wear and tear which will eventually tell upon the number of repairs and renewals.

M. M. M. M.

S. H. R. R.

Madras
18 March
1874

Ex. Sec.
R. M. S.

Cons. Engineer for Railways

The Secretary to
Government
Public Works Department
Fort Saint George.

1105

P. W. Hept

Proceeding of the Madras Government.
Undated the March 1874.

Read the following:-

From
the Consulting Engineer
for Railways } (Memo No. 165 of 1874
March 1874)

M
20/3

His Excellency the
Governor in Council observe
that it was accepted as a
matter of course that a
speed of 20 miles an hour
for the through train could
be maintained on the broad
gauge line, as is done on
the Madras and other main
lines

From
the Consulting Engineer
for Railways
No. 165 of 1874

the Secretary to Govt
of Railways

dated 18th March 1874

Forwarding two copies
to the Agent General
of India regarding
the maximum load of
the mail train between
Trichinopoly and Coimbatore

L. B. No. 1105-29-474

Received
on 26th March 1874

lines in India. Should
the cost of running at this
speed, with wear and tear
of rolling stock and rails,
be more excessive, the Com-
missioner will doubtless be found
that due to some imper-
fection of the line or stock,
remedies for which the
Railway authorities will
be called on to consider.
The arrangement under
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Rate of speed, with its
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The Consulting Engineer
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have been effected.

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tions of line or stock be
reported irreparable,
so that the rate desired
cannot be maintained
with due regard to safety
and economy, it may

then

1618¹

Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Consulting
Eng. Jockys.

Dated

Recd.

Encl. 2.

G. O. 27th Feb 1874, No. 1105

Nos. 399-400.

Tram

Issuing instructions
regarding the ~~maximum~~
maximum speed of
the Mail Train between
Trichinopoly and Erode
on the Great Sⁿ of
India Railway