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# MADRAS RECORD OFFICE

## Government of Madras

*Public Works* DEPARTMENT

|          |         |       |
|----------|---------|-------|
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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
11th May 1874.*

No. 232. Read the following Despatch from the Right Honourable the Secretary of State for India:—

Railway,

No. 3.

INDIA OFFICE,  
London, 26th March 1874.

My LORD,—With reference to your Excellency's despatch of the 7th January last, No. 1, I transmit herewith copies of a letter from the Directors of the Great Southern of India Railway Company, with its enclosure from their Consulting Engineer, in explanation of complaints of delay in the supply of iron-work, etc. for the extension lines.

Dated 2nd March 1874, No. 678.  
Dated 13th February 1874.

2. It will be seen that Mr. Bruce points out that no Indent has yet been received for the rolling stock for the 168 miles of line about to be converted from 5' 6" to the metre gauge. Early attention to this subject is desirable.

I have, etc.,  
(Signed) SALISBURY.

His Excellency the Right Honourable,  
The Governor in Council, Fort St. George.

From H. W. NOTMAN, Esq., Secretary of the Great Southern of India Railway Company, to the Under Secretary of State for India, dated 2, Leadenhall Street, London, 2nd March 1874, No. 678.

I HAVE the honour to acknowledge receipt of Mr. Thornton's letter, dated the 5th February, "relative to an anticipated delay in the opening of the Southern Extension owing to the want of rolling stock girders and permanent-way materials."

2. In reply, I am instructed to transmit, for the information of the Secretary of State, copy of a report, dated 13th February, which has been received from the Consulting Engineer of the Company so far as the question affects his department; the Directors desire at the same time to supplement that report with a few observations on the actual progress made in the shipment of the stock and materials referred to.

3. The first contracts of permanent-way material were let in November 1872, and shipments were commenced in February 1873; since the first charter party was concluded in January 1873 twenty-one ships have been taken up by the Company of the aggregate register tonnage of upwards of 17,000 tons. This is exclusive of a ship chartered for coals of 911 tons, and of small consignments by regular traders to the extent of 753 tons, which would bring the register tonnage engaged up nearly 19,000 tons in the twelve months.

4. The materials shipped in these vessels consist of—

7,600 Tons of Rails.  
238 „ of Fish plates.  
207 „ of Bolts.  
150 „ of Spikes.  
1,230 „ of Coals.  
3 Locomotive engines and tenders.  
2 Portable engines, switches, and crossings, wheels and axles.  
40 Sets of wagon iron-work.  
1,160 Tons of girders and bridge-work.  
191,000 Sleepers, besides miscellaneous stores, derricks, mortar mills, etc., etc.

*Proceedings of the Madras Government, Public Works Department,  
11th May 1874.*

5. Allowing for measurement the total gross tonnage shipped and despatched has been in round numbers 22,500 tons during the twelve months, or 1,875 tons per month. Considerable difficulty was experienced towards the latter part of 1873 in obtaining freight owing to the scarcity of ships. Another difficulty has been with regard to the delivery of sleepers. Efforts have been made to get the contractors to anticipate the supply of the number they are under contract to deliver in May next, but they reply that the sleepers do not exist in the country, and that it is consequently "absolutely impossible" to comply with the request of the Company.

6. No available delay has occurred in the shipment of the materials, and every endeavour will continue to be made to despatch the quantities still remaining to be forwarded as soon as, consistently with contract terms, deliveries can be obtained.

From G. B. BRUCE, Esq., to H. W. NOTMAN, Esq., Secretary of the Great Southern of India Railway Company, dated 2, Westminster Chambers, Victoria Street, 13th February 1874.

I HAVE received your letter of 6th instant, enclosing copy of a despatch from the Government of Madras relative to the delivery of permanent-way materials, girders, and rolling stock for the Southern Extension.

2. The Indent for the permanent-way was prepared in India in June 1872, but owing to the delay in getting sanction the Indent was not received in this country until the end of October 1872. The contracts for 3,000 tons of rails, being about 48 miles of line, were let in November within one month of the receipt of the Indent. Along with these, contracts were let for the iron fittings and sleepers for a still longer length of line in anticipation of the difficulty that there would be in getting them afterwards unless they were ordered at the right season of the year. The whole of these rails were sent away between February and June 1873, and in order that there might be no stoppage in the shipment the Board then let 5,000 tons more rails. This was followed up again by the ordering of 7,000 tons in December of last year, which completes the whole.

3. As to the girders, the Indent for these, as proposed by Mr. Logan at Trichinopoly, is dated 11th September 1872. What delay took place in getting the actual sanction of Government in regard to these I am not aware that it could not have reached me much before November 1872. The drawings were finished and specifications issued in December 1872, and the contract was let in January 1873. Nearly the whole of these bridges have been sent out and the balance is about ready.

4. The Indent for the rolling stock was received in December 1872, at that time I was in communication with Mr. Sheward, the Locomotive Superintendent, as to his views in reference to the rolling stock, and I received from him sketch tracings embodying his suggestions. I had instructions from the Board as far as possible to adapt the plans of the rolling stock for this Company to the models which had been accepted by the Government of India for their narrow gauge lines. The considerations of the details of this new stock, having regard to Mr. Sheward's proposals and the patterns adopted by the Government, necessarily, involved some considerable time. Specifications were issued and tenders received for the locomotives on the 1st July 1873, and also for the wagons in the same month. The passenger stock not being required so soon as the wagons, the drawings of these were not prepared quite so early. Specifications were issued in November 1873, and the contract was let for delivery in March of the present year. If delivery is made in time they would certainly be in India before the Railway can be ready for opening. The rolling stock generally is to so large an extent made of iron that there is very little comparatively to be done after its arrival in India, and as they have had the drawings for some months, the timber-work and other things can all be in a very forward condition before the arrival of the iron-work.

5. I may observe that we have not yet received any Indent for the rolling stock required for the 168 miles of existing railway, the gauge of which is to be altered, and the line, as I understand, opened simultaneously with the narrow gauge of the Southern Extension.

*Proceedings of the Madras Government, Public Works Department,  
11th May 1874.*

6. I have never received any intimation from India that any delay had arisen from the non-arrival of either permanent-way materials, girders of rolling stock.

P.S.—I omitted to observe that the Company purchased five locomotives, but at the request of the Carnatic Company, two were handed over to them; all three have been shipped, and two of these must by this time have arrived in India.

No. 233. ORDER THEREON, 11th May 1874; No. 1,256.

RAILWAY, No. 33.

ORDERED to be recorded and a copy of the correspondence forwarded for the information of the Government of India, in continuation of the papers transmitted with docket, No. 682, dated 13th March 1874.

2. It is observed that sanction to the Indent for the equipment of the line from Negapatam to Erode with narrow gauge rolling stock was communicated in the letter recorded with G. O., No. 911, dated 2nd April 1874.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

No. 234. (DOCKET No. 1,257, dated 11th May 1874.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

Exd. S. T. Austin.

Spare Copies

gov india

84 648.

Great Southern of India Railway Co  
2 Leadenhall Street,

London, 2nd March 1874.

I have the honor to acknowledge  
receipt of Mr. Robertson's Letter dated  
the 8th February relative to an anticipated  
delay in the opening of the Southern  
Extension owing to the want of  
Rolling Stock girders and permanent  
way materials.

In reply I am instructed to  
transmit for the information of the  
Secretary of State Copy of a Report dated  
13th February which has been received  
from the Consulting Engineer of the  
Company so far as the questions  
affect this Department. The Directors  
desire at the same time to supplement  
that Report with a few observations  
on the actual progress made in  
the shipment of the stock and  
materials referred to.

The Under Secretary of State  
for India.

The first Contracts of Permanent Way material were let in Novr 1872 and shipments were commenced in February 1873, since the first charter party was concluded in January 1873. twenty one ships have been taken up by the Company of the aggregate Register Tonnage of upwards of 14,000 Tons, this is exclusive of a ship chartered for Coals of 911 Tons, and of small sail shipments by regular traders to the extent of 753 tons, which would bring the register tonnage engaged up to nearly 16,000 tons in the twelve months.

The materials shipped in these Vessels consist of

- 4600 tons of Rails
- 238 " Fish Plates
- 204 " Bolts
- 150 " Spikes
- 1200 " Coals

- 3 Locomotive Engines and
- Engines, 2 Portable Engines, Trenches
- and Coffers, Wheels and Axles
- 110 Sets of Wagon Iron Work
- 1160 Tons of Girders and Bridge Work
- 191,000 Sleepers besides miscellaneous Iron
- Derricks mortar mills &c &c.

Allowing for measurement the total gross tonnage shipped and despatched has been in round numbers 22,500 tons during the twelve months, or 1875 Tons per month. Considerable difficulty was experienced towards the latter part of 1874, in obtaining freight owing to the scarcity of ships. Another difficulty has been with regard to the delivery of sleepers. Efforts have been made to get the Contractors to anticipate the supply of the number they are under Contract to deliver in May next, but they reply that the sleepers do not exist in the Country and that it is consequently "absolutely impossible" to comply with the request of the Company.

No avoidable delay has occurred in the shipment of the materials and every endeavour will continue to be made to despatch the quantities still remaining to be forwarded as soon as, consistent with Contract terms, deliveries can be obtained.

I have &c  
Wm. Henry Norman  
Secy. Genl



for a still longer length of time  
in anticipation of the difficulty  
that there would be in getting them  
afterwards unless they were ordered at  
the right season of the year. The  
whole of these Rails were sent  
away between February and June 1872  
and in order that there might be  
no stoppage in the shipment the  
Board then let 5000 tons more  
Rails. This was followed up again  
by the ordering of 7000 tons in  
December of last year, which  
completes the whole.

As to the order, the indent for  
these as prepared by Mr. Logan at  
Washington is dated 11 Sept 1872.  
What delay took place in getting  
the actual sanction of Govt in  
regard to these, I am not aware  
that it could not have reached  
me much before November 1872.

The

6  
The Drawings were finished and  
specifications issued in Decr 1872  
and the Contract was let in  
January 1873. Nearly the whole  
of these Bridges have been sent  
out and the balance is about ready.

The Indent for the Rolling Stock  
was received in Decr 1872, at that  
time I was in communication  
with Mr. Sheward, the Locomotive  
Superintendent and his views  
in reference to the Rolling  
Stock and received from him  
sketch tracings embodying his  
suggestions. I had instructions  
from the Board as far as possible  
to adopt the plans of the Rolling  
Stock for this Company to the  
models which had been accepted  
by the Government of India for  
their narrow gauge lines. The  
considerations of the details of this  
new stock having regard to  
Mr. Sheward's proposals and the

patterns

patterns adopted by the Govt.  
necessarily involved some  
considerable time specifications  
were issued and tenders received  
for the Locomotives on the 1<sup>st</sup> July 1873  
and also for the Wagons in the  
same month. The Paper for  
LocR not being received so  
soon as the Wagons, the drawings  
of these were not prepared quite  
so early. Specifications were  
issued in Novr 1873 and the Contract  
was let for delivery in March  
of the present year. If delivery is  
made in time there would  
certainly be no hindrance before  
the Railway could be ready for  
opening. The Rolling Stock  
generally is to so large an  
extent, made of Iron, that there  
is very little comparatively to be  
done after its arrival in India,  
and

17  
and as they have had the drawings  
for some months, the Locomotives  
and other things can all be in a  
very forward condition before  
the arrival of the Iron Work.

I may observe that we have  
not yet received any indent for  
the Rolling Stock required for the  
168 miles of existing Railway, the  
gauge of which is to be altered,  
and the line as I understand  
opened simultaneously with the  
narrow gauge of the Southern  
Extension.

I have never received any  
intimation from India that  
any delay had arisen from  
the non arrival of either Tenders,  
Wagons, materials, Girders of Rolling  
Stock. Yours faithfully,  
S<sup>g</sup> George B. Bruce.

P.S. I omitted to observe that  
the

The Co purchased five Locomotives  
but at the request of the Carriable  
Co two were added over to  
them, All three have been  
shipped and two of these must  
by this time have arrived in  
India. The other three are  
on their way to India. It is  
expected that the other three  
will arrive in India by the  
end of the month. The  
locomotives are of the  
following description:

They are of the  
following description:  
They are of the  
following description:  
They are of the  
following description:

The locomotives are of the  
following description:  
They are of the  
following description:

The locomotives are of the  
following description:  
They are of the  
following description:

No 9.

557

Copy Letter from the Directors  
of the Great Southern of India  
Railway Co., dated 2<sup>nd</sup> March 1874,  
No. 678, with Enclosure

Referred to in Railway Letter to  
Madras, No. 3, dated 26<sup>th</sup> March 1874

P.L. 27<sup>th</sup> May 1874  
Lr No 232

Railway  
No. 3.

India Office, London.

26<sup>th</sup> March, 1874.

My Lord,

With reference to your  
Excellency's Despatch of the 7<sup>th</sup>  
January last, No. 1, I transmit  
herewith, copies of a letter from  
the Director of the Great Southern  
of India Railway Company with  
its enclosure from their Consulting  
Engineer, in explanation of complaints  
of delay in the supply of ironwork  
for the extension lines.

*[Signature]*  
dated 2<sup>nd</sup> March 1874, No. 678

*[Signature]*  
dated 13<sup>th</sup> February 1874

His Excellency,  
The Right Honorable,  
The Governor General,  
Fort St. George.

2. H

2. It will be seen that Mr.  
Bruce points out that no indent  
has yet been received for the  
Rolling stock for the 168 miles  
of line about to be converted  
from the 5' 6" to the metre gauge.  
Early attention to this subject is  
desirable.

I have the honour to be,

My lord,

Your Lordship's most obedient

humble servant,

J. B. B. B.

1408 1409 1410 1411 1412 1413 1414 1415 1416 1417 1418 1419 1420 1421 1422 1423 1424 1425 1426 1427 1428 1429 1430 1431 1432 1433 1434 1435 1436 1437 1438 1439 1440 1441 1442 1443 1444 1445 1446 1447 1448 1449 1450 1451 1452 1453 1454 1455 1456 1457 1458 1459 1460 1461 1462 1463 1464 1465 1466 1467 1468 1469 1470 1471 1472 1473 1474 1475 1476 1477 1478 1479 1480 1481 1482 1483 1484 1485 1486 1487 1488 1489 1490 1491 1492 1493 1494 1495 1496 1497 1498 1499 1500

1408 1409 1410 1411 1412 1413 1414 1415 1416 1417 1418 1419 1420 1421 1422 1423 1424 1425 1426 1427 1428 1429 1430 1431 1432 1433 1434 1435 1436 1437 1438 1439 1440 1441 1442 1443 1444 1445 1446 1447 1448 1449 1450 1451 1452 1453 1454 1455 1456 1457 1458 1459 1460 1461 1462 1463 1464 1465 1466 1467 1468 1469 1470 1471 1472 1473 1474 1475 1476 1477 1478 1479 1480 1481 1482 1483 1484 1485 1486 1487 1488 1489 1490 1491 1492 1493 1494 1495 1496 1497 1498 1499 1500

1408 1409 1410 1411 1412 1413 1414 1415 1416 1417 1418 1419 1420 1421 1422 1423 1424 1425 1426 1427 1428 1429 1430 1431 1432 1433 1434 1435 1436 1437 1438 1439 1440 1441 1442 1443 1444 1445 1446 1447 1448 1449 1450 1451 1452 1453 1454 1455 1456 1457 1458 1459 1460 1461 1462 1463 1464 1465 1466 1467 1468 1469 1470 1471 1472 1473 1474 1475 1476 1477 1478 1479 1480 1481 1482 1483 1484 1485 1486 1487 1488 1489 1490 1491 1492 1493 1494 1495 1496 1497 1498 1499 1500

1408 1409 1410 1411 1412 1413 1414 1415 1416 1417 1418 1419 1420 1421 1422 1423 1424 1425 1426 1427 1428 1429 1430 1431 1432 1433 1434 1435 1436 1437 1438 1439 1440 1441 1442 1443 1444 1445 1446 1447 1448 1449 1450 1451 1452 1453 1454 1455 1456 1457 1458 1459 1460 1461 1462 1463 1464 1465 1466 1467 1468 1469 1470 1471 1472 1473 1474 1475 1476 1477 1478 1479 1480 1481 1482 1483 1484 1485 1486 1487 1488 1489 1490 1491 1492 1493 1494 1495 1496 1497 1498 1499 1500

Pub. Works 1874 Dept.  
Proposed for Bay  
No. 8.

Railway  
26<sup>th</sup> March 1874  
Received 20 April 74

The  
Letter to Fort St. George  
No. 3.  
Encl. 2.

G.O. No. 1256 11 May 1874.

Forwarding  
letters relative to the  
complaints of delay  
in supplying iron-works  
for extensions of the  
Great Southern of India  
Railway, & drawing  
attention to the fact  
of no indent having  
been received for the  
Rolling Stock for  
the line about to be  
converted to the narrow  
gauge -

Ch. 202

Q. 4-5-74

Proceedings of the Madras Government  
under date the May 74  
Read the following  
Despatch from the Secy  
of State for India  
148 No. 3 of 26 March 74

Ordered to be recorded  
and a copy of the correspond-  
ence forwarded for the in-  
formation of the Government  
of India in continuation of  
the papers transmitted with  
docket No. 682 dated 13<sup>th</sup> March  
1874.

It is observed that  
sanction to the indent for the  
equipment of the line from  
Mysore to Proddah with  
narrow gauge Rolling Stock  
was communicated in the  
letter recorded with G.O. No.  
911 dated 2<sup>nd</sup> April 1874.

1874

30

The Comdg. Insp.  
for Railways  
J. C. de Silva 19/5/74

11.8. to 12579.

Copy of the above  
forwarded to the Govt.  
of India.

GMW

6.8.1954

232234

81  
 Govt. of 1874 Madras.  
 PUBLIC WORKS.

To  
 The Comdg. Engr. for  
 Ry. and  
 Secy. to the Govt. of India

Dated  
 Recd. Encl. 2

G. O. 11 May 1874, No. 1256  
 1257

Nos. 232 & 234.

Great Secy. of India Ry

Despatch from the Secy of State forwarding letters relative to the complaints of delay in supplying iron work for extensions of the Great Secy. of India Ry. and drawing attention to the fact of no indent having been received for the Rolling Stock for the line about to be converted to the narrow gauge.

now forwarded for the information of the Secy. of India

Forwarding for information copy of correspondence received from the Secy of State for India relative to the complaints of delay in supplying iron work for extensions of the Great Secy. of India Ry. and drawing attention to the fact of no indent having been received for the Rolling Stock for the line about to be converted to the narrow gauge.