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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1605-06	Press
B.P. No.		Mis.
Dated	16-6-195	C874

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th June 1874.*

No. 324. Read the following letter from Lieutenant-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,
dated Madras, 7th May 1874, No. 266:—

With reference to the inquiry in paragraph 4 of letter, No. 575 G.R., dated
17th March 1874, from the Government
G. O., No. 911, dated 2nd April 1874. of India as to what is proposed to be
done with the broad-gauge rolling stock of the Great Southern of India Railway,
the Agent writes as follows:—

“I have taken no action regarding the disposal of the broad-gauge rolling
stock. In October last the Secretary
Letter No. 5,474, dated 15th April 1874, from of State for India forwarded to my
the Agent of the Great Southern of India Directors for consideration a despatch
Railway. and enclosures from the Government
of India regarding the junction arrangements at Trichinopoly and the altera-
tion of gauge of the open line. I have not a copy of these papers by me,
but I find the following allusion to the broad-gauge rolling stock in the joint
report which Messrs. Bruce and Fox drew up upon the papers referred to. ‘As
we gather from the despatches under review that the present broad-gauge stock
can be readily disposed of to the Madras Railway Company * * *’ It
would therefore seem that the Government of India had under contemplation the
disposal of the stock to a Company in this Presidency. Such a transfer would
no doubt be more easily effected if the negotiations for the transfer were conducted
by the officers of Government rather than by the officers of the two Railway
Companies. The transfer having been decided upon, I presume, the stock would
be valued by two officers jointly, one being deputed by each of the two Companies.
In case of difference of opinion the valuation to be decided by an umpire jointly
nominated by the two officers.”

A copy of Messrs. Bruce and Fox's report, referred to by Mr. Betts, is
embodied in the Proceedings of Government, No. 444, dated 23rd February 1874.

2. A subsequent letter* from the Agent of the Great Southern of India
Railway is also enclosed, from which it
* No. 5,498, 29th April 1874. will be seen that the Agent of the

Bombay, Baroda and Central India Railway has applied to Mr. Betts for some
unerecited iron-work for third or fourth-class carriages; but, as none is available,
it is proposed that that Company be asked to defer increasing their stock of
carriages for a few months when the Great Southern of India Railway Company's
carriages could be transferred to them.

3. I shall address the Consulting Engineer to the Government of Bombay
on the subject, and also ascertain from the other Guaranteed Railway Companies
if they will require any of the spare rolling stock.

*Proceedings of the Madras Government, Public Works Department,
16th June 1874.*

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 15th April 1874, No. 5,474.

Your letter No. 167 of the 10th instant.

2. Composite first and second-class carriages have already been ordered for the Madras-Cuddalore section, and for the Trichinopoly-Tuticorin section. I therefore thought it desirable in this indent to provide for separate first and second-class carriages.

3. It will no doubt cost a little more for the wood-work to be supplied complete from England, but I have to remark that the greater part of the timber which will be used in constructing these vehicles will be of oak—a more durable wood than teak, which is the timber we should have to use if the wood-work was supplied in this country. The reason for indenting upon England for the stock to be sent out complete is that we could not possibly do the work here so as to provide sufficient stock for the working of the narrow gauge by the time the southern and northern extensions of the line are ready for public traffic. The necessary quantity of vehicles can be supplied complete from England within that time, and the cost which will be saved thereby in the non-transshipment of traffic at Trichinopoly and Tanjore will, in my opinion, cover the extra cost of obtaining wood-work from England. Further I have to remind you that the full strength of the workshops at Negapatam will be employed during the next year in constructing the stock required for working the southern extension. In a letter received by the last mail Mr. Fox, the Consulting Engineer of the Carnatic Railway Company, writes . . . "in the present state of the rolling stock trade, we obtain better offers and more rapid delivery of complete vehicles than we can for iron-work only."

4. With regard to the suggestion in paragraph 3 of the Government of India's letter No. 575 GR, I believe I am correct in stating that Mr. Bruce consulted with Major-General Strachey before the specifications for the rolling stock intended for the southern extension were prepared.

5. I have taken no action regarding the disposal of the broad-gauge rolling stock. In October last the Secretary of State for India forwarded to my Directors for consideration a despatch and enclosures from the Government of India regarding the junction arrangements at Trichinopoly and the alteration of gauge of the open line. I have not a copy of these papers by me, but I find the following allusion to the broad-gauge rolling stock in the joint report which Messrs. Bruce and Fox drew up upon the papers referred to. "As we gather from the despatches under review that the present broad-gauge stock can be readily disposed of to the Madras Railway Company . . . It would therefore seem that the Government of India had under contemplation the disposal of the stock to a Company in this Presidency. Such a transfer could no doubt be more easily effected if the negotiations for the transfer were conducted by the officers of Government rather than by the officers of the two Railway Companies. The transfer having been decided upon, I presume, the stock would be valued by two officers jointly, one being deputed by each of the two Companies. In case of difference of opinion, the valuation to be decided by an umpire jointly nominated by the two officers."

From the same Officer, dated Negapatam, 29th April 1874, No. 5,493.

In my letter No. 5,474 of the 15th instant, I informed you I had taken no action regarding the disposal of the broad-gauge rolling stock after the alteration of the gauge of the open line.

2. I now wish to let you know that the Agent of the Bombay, Baroda and Central India Railway has written to ask me if we have any unrected iron-work for third or fourth-class carriages to dispose.

3. We have none, but it has occurred to me that if that Company would defer increasing their stock of carriages for a few months, this Company's carriage stock might be transferred there.

4. Have you any objection to communicate with the Consulting Engineer for Railways to the Government of Bombay on the subject.

*Proceedings of the Madras Government, Public Works Department,
16th June 1874.*

No. 325.

ORDER THEREON, 16th June 1874, No. 1,605.

RAILWAY, No. 58

ORDERED that this letter be forwarded to the Government of India with reference to paragraph 4 of their

letter, dated 17th March 1874, No. 575 G.R.

(True Extract.)

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

Secretary to Government.

No. 326.

(DOCKET No. 1,606, dated 16th June 1874.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

No. 5474

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 15 April 1874.

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineers
for Railways
Madras

SIR,

Your letter No. 167 of the 10th Instant.

Composite first and second class carriages have already been ordered for the Madras-Cuddalore section, and for the Trichinopoly-Tuticorin section. I therefore thought it desirable in this indent to provide for separate first and second class carriages.

It will no doubt cost a little more for the woodwork to be supplied complete from England, but I have to remark that the greater part of the timber which will be used in constructing these vehicles will be of oak, a more durable wood than teak, which is the timber we should have to use if the woodwork was supplied in this country. The reason for indenting upon England for the

stock

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stock to be sent out complete is that we could not possibly do the work here so as to provide sufficient stock for the working of the narrow gauge by the time the Southern and Northern extensions of the line are ready for public traffic. The necessary quantity of vehicles can be supplied complete from England within that time, and the cost which will be saved thereby in the non-transshipment of traffic at Trichinopoly and Bangalore will in my opinion cover the extra cost of obtaining woodwork from England. Further I have to remind you that the full strength of the workshops at Bangalore will be employed during the next year in constructing the stock required for working the Southern Extension. In a letter received by the last Mail, Mr. Fox, the Consulting Engineer of the Carnatic Railway Company writes "in the present state of the Rolling stock trade, we obtain better offers, and more rapid delivery of complete vehicles than we can for ironwork only."

With regard to the suggestion in paragraph 3 of the Govt of India letter No. 575. G. R., I believe I am correct in stating that Mr. Bance consulted with Major General Strachey before the specifications for the Rolling stock intended for the Southern Extension were prepared.

I have taken no action regarding the disposal of the broad gauge rolling stock. In October last the Secretary of State for India forwarded to my Directors for consideration a Despatch and enclosures from the Government of India regarding the junction arrangements at Lucknow and the alteration of gauge of the open line. I have not a copy of these papers by me, but I find the following allusion to the broad gauge rolling stock in the joint report which Messrs. Bruce and Fox drew up upon the papers referred to "As we gather from the Despatches under review that the present broad gauge stock can be readily disposed of to the Madras Railway Company x x x". It would therefore seem that the Government of India had under contemplation the disposal of the stock to a Company in this Presidency. Such a transfer could no doubt be more easily effected if the negotiations for the transfer were conducted by the Officers of Government rather than by the Officers of the two Railway Companies. The transfer having been decided upon I presume the stock would be valued by two officers jointly one being deputed by each of the two Companies. In case of difference of

of opinion, the valuation to be decided
by an umpire jointly nominated by
the two officers.

I have the honor to be

Yours

most obedient servant

William B. B. B.
Agent

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No. 5798

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, 29 April 1874

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

In my letter of 15th inst. I informed you I had taken no action regarding the disposal of the broad gauge rolling stock after the alteration of the gauge of the open line.

I now wish to let you know that the Agent of the Bombay, Baroda & Central India Railway has written to ask me if we have any un-needed iron work for 3rd or 4th class carriages to dispose of.

We have none, but it has occurred to me that as that Company would defer increasing their stock of carriages for a few months, the Company's carriage stock might be transferred here.

Have you any objection to communicating with the Consulting Engineer for Railways to the Government?

17. April.
H.

N. No. 2733/74.
P. H. 7/16 June/74.
L. N. 324

SIR,

To

Great Southern of India Railway,

THE AGENT,

From

NEGAPATAM,

AGENTS OFFICE,

GREAT SOUTHERN OF INDIA RAILWAY.

No.

18

From
 The Agent,
 L. D. J. M.
 The Consulting Engineer
 for Railways
 dated 29th April
 1894
 Dear Sir,
 We have
 No. 5498
 No. 2783/74
 Regarding the
 deposit of the land
 for the railway track
 after the alteration of
 the gauge of the line.
 No. 3716 June 1/94
 In Y. S. 324.

Railway Department Civil Engineers Office
 From. No 266
 Sub. Off. J. H. R. Shaw Stuart R.E.
 Civil Engr. for Railways
 To
 Colonel G. W. Walker R.E.
 Secretary to Government
 P. W. Department
 Fort Saint George.
 Sir,
 With reference to the
 enquiry in paragraph 4 of
 letter No 575 G.R. dated 17
 March 1874 from the Govern-
 ment of India, as to what is
 proposed to be done with the
 broad-gauge rolling-stock of the
 Great Southern of India Railway,
 the

the Agent writes as follows:-

"I have taken no action
"regarding the disposal of the
"broad-gauge rolling-stock. In
"October last the Secretary of
"State for India forwarded to
"my Directors for consideration a
"Despatch and enclosures from the
"Government of India regarding the
"junction arrangements at Pichino-
"poly and the alteration of gauge
"of the open line. I have not a
"copy of these papers by me, but
"I find the following allusion to
"the broad-gauge rolling-stock
"in the joint report which

Messieurs

Letter No 6474
315 April 1874
from the Agent
G. S. & Co. No.

92
"Messieurs Bruce and Fox drew
"up upon the papers referred to. As
"we gather from the Despatches
"under review that the present
"broad-gauge stock can be
"readily disposed of to the
"Madras Railway Company
"x x x! It would therefore
"seem that the Government of
"India had under contemplation
"the disposal of the stock to
"a Company in this Presidency.
"Such a transfer would no
"doubt be more easily effected
"if the negotiations for the
"transfer were conducted by the
"officers of Government rather
"than

than by the officers of the two
Railway Companies. The
transfer having been decided
upon I presume the stock would
be valued by two officers jointly,
one being deputed by each of
the two Companies. In case
of difference of opinion the
valuation to be decided by an
umpire jointly nominated by the
two officers.

A copy of Messrs
Bruce and Fox's report, referred
to by Mr. Betts, is embodied
in the Proceedings of Govern-
ment No. 441, dated 23rd Febru-
ary 1874.

A subsequent letter

from

No. 5498.
29 April
1874.

from the Agent of the Great
Southern of India Railway is
also enclosed, from which it will
be seen that the Agent of the
Bombay, Baroda, and Central
India Railway has applied to
Mr. Betts for some unrected
iron work for third or fourth
class carriages; but, as none
is available, it is proposed that
that Company be asked to defer
increasing their stock of carriages
for a few months when the
Great Southern of India Railway
Company's carriages could be
transferred to them.
I shall address the
Consulting Engineer to the Govern-
ment of Bombay on the subject, and

and also ascertain from the other
Guaranteed Railway Companies
if they will require any of the
spare rolling-stocks.

I have the honour to be
Yours Obedt. Servant

Per.

Yours most Obedt. Servant,

Madras
 7 May
 1874

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Pub: Nov 1874 Sept 1875
 No: 2733
 Railway Depart.
 from
 the London & North
 Western Railway
 to the Great Central
 Railway
 dated 1st May 1874
 Revised 1875
 1876
 Distribution
 from the London & North
 Western Railway
 the subject of the
 London & North Western
 Railway
 above 2 years in use
 on the 1st of May 1875

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2733 ✓
Govt. of 1874 Madras.
PUBLIC WORKS.

To The Engr. In Ch. for
Sey & for the
Recd. Encl. 2

G. O. 16 June 1874 No. 105-1000

Nos. 224 & 226.

Rolling Stock

Ordered that the letter
from the Engr. In Ch. for
furnishing information
on the subject of the
broad gauge rolling
stock at present in use
in the Indian Ry.

be forwarded to the
Govt. of India -

Forwarding papers
on the subject of the
broad gauge rolling
stock at present in
use in the Great
Ind. Ry.