

*Proceedings of the Madras Government, Public Works Department,
13th November 1875*

No 237. Read the following letter from Lieutenant-Colonel J H M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 5th November 1875, No 602 —

In continuation of my letter No 434, dated 5th August 1875, and with reference to paragraph 2 of G.O., No 2,387, of 19th August 1875, I have the honor to lay

before the Government for such further action as may seem necessary a letter* No 936, dated 9th August 1875 from the Locomotive and Carriage Superintendent to the Agent of the South Indian Railway Company, giving that gentleman's opinion of the rolling stock lately sent out from England for the Company's metre gauge extension

2 It is most important in the interests of Government that stores and stock supplied from England should be of a quality suited to the exigencies of a tropical climate, and in this matter this office is quite powerless to do more than scrutinise carefully the indents and see that the prices proposed are such as to secure what is desired. The Government will observe that the locomotives have formed the subject of a separate communication from the Company's officials in this country

3 From recent inspections I am led to believe that the engines are working better than they were, but the fact that several large firms are involved in these criticisms of the Locomotive Superintendent, leaves little room for doubt that the home inspection might be more effective with advantage

4. The price paid for these same engines, the Government will remember, was so ample as to attract the notice of the Government of India, and there is no reason to suppose that the rates sanctioned for the other stock was insufficient to secure good quality

SOUTH INDIAN RAILWAY

Letter from the Locomotive and Carriage Superintendent, to the Agent, dated Negapatam, 9th August 1875, No 936

YOUR No 4444

Major Smith's comments on the English rolling stock have a great deal of truth in them, indeed, the most unsophisticated observer seeing the stock now it has been out in the sun could not fail to see something was wrong. I have in my letters home to Mr Bruce so frequently urged the need of really conscientious supervision over what is sent out here. Whatever we get should be good of its kind. The Company is a great gainer in the long run by not having the usual material "for India" sent them. Major Smith walked round and asked questions which I had much rather not have answered, but could not well avoid. I should have preferred an appeal to Mr Fox to have the stock better looked after in detail than any remarks by an outside official. The shortcomings of the English stock has been more commented upon, as every one seemed to expect the "carriage from home" would be a cut above the usual run of country workmanship. The Gloucester and Lancaster Company have each delivered some stock —

Gloucester Company, eighteen 3rd-class, two 2nd-class horse-boxes, and two composites, seven 3rd-class and one 2nd-class

Lancaster, one 1st-class and seven sets of fittings

Each Company has also sent some goods stock. I do not notice that any are better than the others. Unseasoned timber is the great fault with all of them. I have not one passenger vehicle running without a split pannel and shrunk joints, and some of them have seven and eight panels split and

Proceedings of the Madras Government, Public Works Department,
13th November 1875.

the timber run up to a most unfortunate extent, which will involve, when I have time, almost dismantling the whole vehicle. The head stocks are also in most cases badly riven and shaken by the sun, as also the frames of the goods stock that lay out a short time in the yard before erection. Want of finish in the 1st-class and composites is also marked, the timber was not burnished up smooth before varnish or polish was put on, as though it was hoped the varnish would disguise the want of labor on the timber, but not even enough of varnish was put on, one coat inside is, I am sure, all the carriages had, and outside, I should say, not more than two and very little rubbing down. The gilt heading is of such common kind that it has all fallen off nearly; plaster gilt is no use for such work, wood or metal only will stand extreme temperature.

2 The horse-boxes had only the ribbed flap door on either side to come against a horse in the vehicle, which any owner would, I imagine, very strongly object to, and the sweep of the hinges is such as to allow a gap between side of box and flap door when down by enough for a pony to get his foot in. Third-class carriage seats are unsupported underneath at the centres and are bending down very much. I am putting a support in them at the centres. Of the engines, I have written last mail very fully to Mr Fox, and hope, or rather I am sure, he will have those engines which follow got up more suited for the country. I have suggested that Mr B Wright, who is now at home from the Madras Railway, should be asked to give the makers a look round. He would detect the little faults more readily perhaps than any one unused to Indian requirements and climate.

No 338 ORDER THEREON, 13th November 1875, No 3,259

RAILWAY, No 44

ORDERED that the Home Government
be addressed on the subject.

(True Extract)

Major-General, R E,
Secretary to Government.

To the Consulting Engineer for Railways

Exd S T Austin.
Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 5 November 1875.

No. 602

From

LIEUT-COLONEL J. H. M. SHAW-STEWART, R.E.,

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. FALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In continuation of my
letter No 434 dated 5th August 1875 and
with reference to paragraph 2 of G.O.
No 2387 of 19th August 1875. I have the
honour to lay before the Government
for such further action as may seem
necessary a letter from the Locomotive
and Carriage Superintendent to the
Agent of the South Indian Railway
Company giving that gentleman's
opinion

No 936 of
9 Aug. 1875.

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sent out from England for the Company's
metre gauge extension.

2. It is most important
in the interests of Government that
stores and stock supplied from
England should be of a quality
suited to the exigencies of a tropical
climate and in this matter this
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than scrutinise carefully the indent
and see that the prices proposed are
such as to secure what is desired. The
Government will observe that the loco-
motives have formed the subject of a
separate communication from the Company's
officials

officials in this country.

3. From recent inspections I am
led to believe that the engines are
nothing better than they were; but
the fact that several large firms are
involved in these criticisms of the
Locomotive Superintendent leaves little
room for doubt that the home in-
spections might be more effective with
advantage.

4. The price paid for these
same engines, the Government will
remember, was so ample as to attract
the notice of the Government of
India and there is no reason to
suppose that the rates sanctioned
for

for the other stock was insufficient
to secure good quality.

I have the honor to
acknowledge the receipt of
your letter of the 10th inst.
and in reply to inform you
that the same has been forwarded
to the Engineer for
Railways.

I am, Sir, very respectfully,
Your obedient servant,
J. H. [Signature]

10-11-1864
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R.S.P. 3

South Indian Railway. Letter from the Locomotive and
 Carriage Superintendent, to the Agent, dated 9th August
 1875. No. 5556. 2678

Major Smith's comments on the English Rolling
 Stock have a great deal of truth in them. Indeed the most im-
 sophisticated observer seeing the stock now it has been put
 in the sun could not fail to see something was wrong. I
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 to expect the Carriage from home would be a cut above
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 and Lancaster Co have each delivered round stock
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 and the timber run up to a most unfortunate extent
 which will involve, when I have time almost dis-
 mantling the whole vehicle. The Heaviest stock are also
 in worst cases, badly worn and shaken by the sun as

Received by 6910 Aug 1875
 3026-1 Aug 1875 555-507.
 19 Aug 1875 326-329
 18: " " 555-558.

Per 1875 Dept
 RAILWAY DEPARTMENT.
 No 7134
 From
 The Consulting Engineer
 for Railways.

To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.
 Dated 5th November 1875.
 Reed

13 Nov 75
 32-11-75
 No 3259
 We acknowledge the receipt of the letter from the Locomotive and Carriage Superintendent, dated 9th August 1875. No. 5556. 2678.

Submitting a
 letter from the Locomotive
 and Carriage Superintendent
 of the S. I. Railway
 asking stock sent
 out from England
 for the Company's
 and gauge extension.

P.O. No 3259 1134

Railway Dept

Public Works Dept

Letter from the Comr of Engrs for Railways
N^o 602 dated 5th November 1875.

To
The Most Honble the Marquis of Salisbury
Secretary of State for India

My Lord Marquis,

N^o 6

On the 20th August
last we forwarded for
your Lordship's informa-
tion a copy of a report
by our Consulting Engr
for Railways in which
that Officer pointed
out such defects in the
rolling stock of the
South Indian Railway
sent out from England

[Faint signature/initials]

[Faint signature/initials]

11/13/75

also the frames of the goods stock, that lay out a neat
tune in the great before section. Want of finish in the
1st class and Composites is also marked. The timber
was not varnished up smooth before varnish or polish
was put on, though it was hoped the varnish would dis-
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of varnish was put on one coat inside is. I am sure
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fallen off. Gilt is no use for such work
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The Horse Boxes had only the rubbed flap door on
either side it came against a shore in the vehicle, which
any owner would imagine very strongly object to
and the sweep of the hinges is such as to allow a gap
between side of box and flap door when down by enough
for a pony to get his foot in. 3rd class Carriage seats
are unsupported underneath at the centres and are
bending down very much. I am putting a support to
them at the centres. Of the Engines I have written
last mail very fully to Mr. Fox and hope a rather
amplified letter has those Engines which follow got up
and sent for the country. I have suggested that
Mr. B. Wright who is now at home from the military
should be asked to give the matters a look round. He
would detect the little faults more readily perhaps
than any one unused to Indian requirements and
climate.

(True Copy)

Davida Doffe

Agenda

96-13 Komul/75

To the Comr Engrs for Railways with letter N^o 327 of 26/10/75

very defective
as indicated ~~last~~
of supervision on the part
of the Inspecting Officers
of the Company. We
have now the honor to
forward a detailed re-
port by the Locomotive
Superintendent of the
Company in India
which fully confirms
the remarks previously
made as to the bad
material and ^{imperfect} defective
construction of the stock
in question. We trust that
such notice of the matter
will be taken as will
ensure stores and stock
sent out to this country

in

We are quite justified
in saying this. The
state of the rolling stock
is scandalous. All

17. 6
in future by the home
authorities of the South
Indian Railway being
of good quality and
sound construction.

The Railway
Officials appear
to have made a
special report
to their ^{Home} Government
respecting the
locomotives; the
excessive cost of
which has been
remarked on by
the Govt of India
in a letter copy
of which is ~~sub~~
appended -

L.M.W.

no. 2015 R. d/14 Aug. 75.

7134

Tslar

Gobt. of Madras.

PUBLIC WORKS.

To

Consy. Engrs. for
Ry.

Date

Issued

Recd

Encl

G. O. 13 Nov 1875, No. 3259.

Nos. 337-338

Forwarding a detailed report
by the Locomotive Supt. S. E. Pelly
regarding the bad material &
imperfect construction of the
rolling stock, sent out, and requir-
ing notice to be taken to main-
tain supplies of the stock
being of good quality & sound
construction -

Passing order on
Rolling Stock, S. E. Pelly - Letter
from the Consy. Engrs. for Pelly, Encl.
- Enclosing a letter from the Locomo-
tive Supt. S. E. Pelly expressing
his opinion on the - sent
out from England for the metre
gauge system, ordered that
the same not be addressed to
the subject.