

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	188	(Ry)	Press
B.P. No.			Mis.
Dated	25-1-	1876	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
25th January 1876.*

No 412 Read the following despatch from the Most Honorable the Secretary of
State for India —

Railway
No 8

INDIA OFFICE, LONDON
25th November 1875

MY LORD DUKE,—Upon receipt of the letter from your Government of the 20th August last, No 6, relative to the state of the narrow gauge rolling stock sent out for the South Indian Railway, it was, together with its enclosures, forwarded to the Directors for any observations which they might desire to make thereon.

2 I now transmit, for your Grace's information, a copy of the Board's reply,* together with a copy of a report† from their

* Dated 30th October 1875, No 140

† „ 25th „ „ 48

Consulting Engineers, Messrs G B Bruce and C D Fox, received therewith

3 These gentlemen represent that the complaints of the Consulting Engineer are stated in far too general a way to admit of any detailed reply. They state that they have, however, obtained from other sources particulars of the alleged defects which have given rise to this correspondence, and are thus placed in a position to afford explanations which otherwise they would have been unable to do.

4 Under the circumstances of the case, I am not in a position to form any conclusive opinion on the questions at issue, though the Engineers' report seems to meet the objections that are supposed to have been taken to the carriages.

5. If your Government is of opinion that further notice should be taken of the alleged defects, a properly detailed statement of them must be furnished. For the future it is hoped that similar cause of complaint will not arise, as no doubt it will only be the iron work of the vehicles that will be sent from this country, the rest of the work being executed in India.

I have, &c,
SALISBURY.

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

From H. NOTMAN, Esq., Managing Director, South Indian Railway Company, to the Under
Secretary of State for India, dated London, 30th October 1875, No 140

I HAVE the honor to acknowledge receipt of your letter of 20th instant, transmitting for
any observations the Directors may desire to
make thereon, copies of a letter* and of its

* Railway No 6, dated 20th August 1875
enclosures from the Government of Madras relative to the unsatisfactory condition of the narrow
gauge rolling stock recently sent out to India.

2 The subject having been referred by the Board to their Consulting Engineers, who are responsible for the designs and inspection of the rolling stock in question, for consideration and explanation, I am now instructed to forward copy of the joint report of these officers, dated 25th October 1875.

3 The papers enclosed with your letter under reply are returned herewith

From Messrs G B BRUCE, and C D FOX, Consulting Engineers, to H W. NOTMAN, Esq.,
Managing Director, South Indian Railway Company, dated Westminster, S W, 25th
October 1875, Report No 48 — *Rolling Stock*

WE are duly in receipt of your letter of the 21st instant, enclosing a communication, dated the 20th instant, from the Secretary of State for India, with reference to the rolling stock recently sent out by the Board to India.

*Proceedings of the Madras Government, Public Works Department,
25th January 1876*

2 We have also before us an extract from the report of Major C J Smith, R E, Deputy Consulting Engineer for Railways, with the order of the Government of Madras upon the same, together with extracts from a report, dated 9th August 1875, by the Locomotive and Carriage Superintendent, to the Agent, upon the same subject

3. The paragraph (No 91) in the report of the Deputy Consulting Engineer, to which reference is made in the order of the Government of Madras and in the communication from the Secretary of State, is as follows —

“I am not satisfied with the narrow gauge rolling stock supplied from home. The engines have required alterations and repairs which, in my opinion, had they been inspected by an officer of the Locomotive Department conversant with Indian requirements would not have been necessary. The third-class carriages appear to me to have been made of unseasoned wood, and the workmanship is, in my opinion, not good enough for this climate. There is reason to conclude that the inspection of stores and plant sent from England is not so effective as it should be, or as the salary given for the purpose ought to secure.”

4 It will be observed that the statements here made as to alterations and repairs in the locomotives, and as to the workmanship in the carriages, and which would lead to the conclusion that the Inspectors employed by the Company to supervise the manufacture of locomotives and rolling stock had failed in their duty, are by far too general to admit of any detailed reply, and in order to arrive at the particular details complained of, it is necessary to refer to the report from the Locomotive and Carriage Superintendent above mentioned, and also to an unofficial communication from the same officer to one of us referred to incidentally in that report

5 To the alterations and repairs in the locomotives, which it will be seen are of a comparatively trivial character, we will presently refer, but we think it better, before doing so, to express our views upon the two more important points in the report of the Deputy Consulting Engineer, viz —

1st — “There is reason to conclude that the inspection of stores and plant sent from England is not so effective as it should be, or as the salary given for the purpose ought to secure.”

6 In reply, we would remark that independently of our own Indian and tropical experience, and our practical acquaintance with locomotive work which has been brought to bear not only upon the designs, but also by frequent personal visits upon the execution of the work, the Principal Inspector engaged upon the engines has also had large experience of similar work in tropical climates, whilst the Chief Inspector of the rolling stock has been Mr Breedon who, for years, was the Carriage and Wagon Foreman on the Great Southern of India Railway, and built the whole of the original rolling stock (each of these Inspectors having Assistant Resident Inspectors under them). The reference to the want of Indian experience is therefore based upon a misapprehension of the facts of the case

7 We would here also remark that we have had extensive experience with locomotives and rolling stock of a similar class of narrow gauge railways in different parts of the world. The result of this experience has been embodied in the engines and rolling stock under review, and we believe they will be found generally as efficient as the narrowness of the gauge and the standard dimensions as fixed by Government permit

2nd — The third-class carriages appear to have been made of unseasoned wood; and the workmanship is, in my opinion, not good enough for this climate

8 The Locomotive Superintendent goes more into detail, and expresses the dissatisfaction felt in India at the carriages not being “a cut above the usual run of country workmanship, and also states the seasoning of the timber is the great fault of them all.” He also refers to the want of varnish and polish, and states that such little varnish as had been put on had only been applied for the sake of covering bad work

9 Our Indian experience would not have led us, could it have been avoided, to send out rolling stock ready built from this country at all. It has always been our practice, based upon that and other experience, to send out nothing but the iron work and fittings, leaving the wood-work of the carriages and wagons and the fittings to be put together in India. It was only in

*Proceedings of the Madras Government, Public Works Department,
25th January 1876.*

consequence of the absence of proper facilities for doing the work in India and on special indent from the other side, requiring this previous practice to be discontinued, that the Board altered their contracts, and had the carriages and wagons built here complete, a considerable quantity of iron work, which was at the time ready for shipment, having to be unpacked and fitted for the purpose. We are perfectly satisfied that had the Locomotive Superintendent ever had the opportunity of seeing a considerable number of carriages built complete here and sent to India, he would have seen identically the same defects as regards the shrinkage of the panels and joists of the timber-work to which he alludes in this stock, and on which are based such unfounded and ungenerous criticism. We believe that it is impossible, in the ordinary course of trade, to get timber sawn in this country and made into carriages here which will run exposed to the variations of monsoon and hot weather in India, and that it will not give a certain amount of trouble in the direction in which these are said to have done. Of this we are quite sure, that the timber which was used was as good and as well-seasoned as it is possible to get in the best manufactories in the country, even under a strict specification such as the one prepared by us. The error has not been in defective material, manufacture, or inspection here. The defects such as they are, and we feel sure they must, on the whole, be but slight, result from our being from the circumstances of the case required to deviate from all our past practice based upon our Indian experience. Of course, we understood that the necessities of the case required that this should be done, and it may have been, under the circumstances, the right thing to do, only we may fairly be excused from attributing to defective inspection here the split panels and damaged varnish, which have been the consequences. There are not better carriage-builders in the country than the Gloucester Wagon Company and the Lancaster Wagon Company, whose work is referred to

10 We can confidently state that no work was ever more carefully or conscientiously inspected or executed

11 As to the finish of the carriages, we have frequently seen these in all stages of manufacture, and can testify to the work being generally excellent. The teak is carefully rubbed down and then receives, besides two coats of size, at least five and often six coats of varnish, but the carriages having been built in England, picked away, and put together again in India, ought to receive one or two additional coats of varnish before they are sent out of the shops for actual work, which does not appear to have been done

12 As to the horse-boxes, the Locomotive Superintendent alludes to them as having only a ribbed flap door on either side. We have referred back to the drawing of the Great Southern of India broad gauge stock, to which no objections were ever taken, and that is precisely the same. There are cushions for the shoulders of the horse to come against, but the flap doors themselves, which fall down upon the platform and up which the horse has to walk, are generally in this country merely ribbed, and we do not see how they could well be altered. The sweep of the hinges of these doors, which is objected to, is the same as that which is usually followed in practice

No 413

ORDER THEREON, 25th January 1876, No 188

RAILWAY, No 36

ORDERED that the following despatch be addressed to the Home Government

(True Extract)

(Signed) G W WALKER, Major-General, R E,
Secretary to Government.

To the Consulting Engineer for Railways

Ed S T Austin

Spate Copies

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Good morning

My dear

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My dear

My dear

My dear

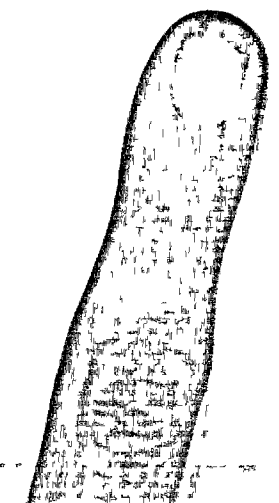
My dear

My dear

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My dear

My dear



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

Read the following —

Despatch from the
Secy of State for India } No 8 of 25 Nov/75/

Recorded, pend-
ing reply to Despatch
No 9 of 22^d November
1875.

Amr.

C- Secy for Ry.

Railway
No 8.

14

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India Office London.
25th November 1875

My Lord Duke,

1. Upon receipt of the Letter from your Government of the 20 August last, No 6, relative to the state of the narrow gauge Rolling Stock sent out for the South Indian Railway, it was, together with its enclosures, forwarded to the Directors for any observations which they might desire to make thereon.

His Excellency,
The Right Honorable,
The Governor in Council
Fort St George

2. I now transmit for your Grace's information a Copy of the Board's reply together with a Copy of a report from their Consulting Engineers Mess^{rs} G. B. Bruce, and C. D. Fox, received thereunto.

3. These Gentlemen represent that the complaints of the Consulting Engineer are stated in far too general a way to admit of any detailed reply. They state that they have, however, obtained from other sources, particulars of the alleged defects, which have given rise to this Correspondence, and are thus placed in a position to afford explanations which otherwise

10/11/15
dated 30 October 1875 No 100
dated 25 October 1875 No 115

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4 Under the circumstances of the case, I am not in a position to form any conclusive opinion on the questions at issue, though the Engineer's report seems to meet the objections that are supposed to have been taken to the carriages.

5. If your Government is of opinion that further notice should be taken of the alleged defects, a properly detailed statement of them must be furnished. For the future it is hoped that similar cause of complaint will not arise, as no

doubt

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the Ironwork of the
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sent from this Country,
the rest of the work being
executed in India.

I have the honor to be

My Lord Duke,

Your Grace's most obedient
humble servant,

J. S. Stry

South Indian Railway Company
2 Leadenhall Street
London, 30th October 1875

No. 140

Sir,

I have the honor to acknowledge
receipt of your letter of 20th Instant
transmitting for any observations
the Directors may desire to make
thereon, Copies of a letter and of
its enclosures from the Government
of Madras relative to the unsatisfactory
condition of the Narrow Gauge Rolling
Stock recently sent out to India.

The subject having been referred
by the Board to their Consulting
Engineers - who are responsible for
the designs and inspection of the
Rolling Stock in question - for
consideration and explanation, I
am now instructed to forward copy
of the joint Report of these Officers
dated 25th October 1875.

The papers enclosed with your
letter

The Under Secretary
of State for India

Railway No. 6 dated
20th August 1875.

letter under reply are returned
herewith

I am

(signed) Henry Notman
Managing Director

Port No 48.

Westminster, S.W.

25th October 1876

Henry W. Notman Esq
Managing Director
South Indian Rail Co.

Dear Sir,

Rolling Stock

1. We are duly in receipt of your letter of the 21st instant, enclosing a communication dated the 20th instant from the Secretary of State for India with reference to the Rolling Stock recently sent out by the Board to India.
2. We have also before us an extract from the Report of Major C. S. Smith R.E. Deputy Consulting Engineer for Railways with the order of the Government of Madras upon the same together with extracts from a Report dated 9th August 1875 by the Locomotive and Carriage Superintendent to the Agents upon the same subject.
3. The paragraph (No 9) in the report of the Deputy Consulting Engineer

Engineers to which reference is made in the order of the Government of Madras and in the communication from the Secretary of State is as follows:

"I am not satisfied with the narrow gauge rolling stock supplied from home. The engines have required alterations and repairs which in my opinion had they been inspected by an Officer of the Locomotive Department conversant with Indian requirements would not have been necessary. The third class Carriages appear to me to have been made of unseasoned wood, and the workmanship is in my opinion not good enough for this climate. There is reason to conclude that the inspection of stores and plant sent from England is not so effective as it should be, or as the salary given for the purpose ought to secure."

4. It will be observed that the statements here made as to alterations and repairs in the Locomotives, and as to the workmanship in the Carriages and which would lead

lead to the conclusion that the Inspectors employed by the Company to supervise the manufacture of Locomotives and Rolling stock had failed in their duty, are by far too general to admit of any detailed reply, and in order to arrive at the particular details complained of, it is necessary to refer to the Report from the Locomotive and Carriage Superintendent above mentioned and also to an unofficial communication from the same Officer to one of us referred to incidentally in that Report.

5. To the alterations and repairs in the Locomotives which it will be seen are of a comparatively trivial character we will presently refer but we think it better, before doing so, to express our views upon the two more important points in the Report of the Deputy Consulting Engineer, viz. 1st There is reason to conclude that the inspection of stores and plant sent from England is not so effective as it should be, or as the salary given for the purpose ought to secure.

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b. In reply we would remark that independently of our own Indian and Tropical experience and our practical acquaintance with locomotive work which has been brought to bear not only upon the Designs, but also by frequent personal visits upon the execution of the work, the principal Inspector engaged upon the engines has also had large experience of similar work in tropical climates, whilst the Chief Inspector of the Rolling Stock has been Mr. Breeden who for years was the Carriage and Wagon Foreman on the Great Southern of India Railway, and built the whole of the original rolling stock (each of these Inspectors having Assistant Inspectors under them). The reference to the want of Indian experience is therefore based upon a misapprehension of the facts of the case.

f. We would here also remark that we have had extensive experience with Locomotives and Rolling Stock of a similar Class of

230
of Narrow gauge railways in different parts of the world. The result of this experience has been embodied in the engines and Rolling Stock under review, and we believe they will be found generally as efficient as the narrowness of the gauge and the standard dimensions as fixed by Government permit.

2nd The third class carriages appear to have been made of unseasoned wood, and the workmanship is in my opinion not good enough for this climate. 8. The Locomotive Superintendent goes more into detail and expresses the dissatisfaction felt in India at the carriages not being "a cut above the usual run of country workmanship" and also states "the seasoning of the timber is the great fault of them all". He also refers to the want of varnish and Polish and states that such little Varnish as had been put on had only been applied for the sake of covering bad

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19. Our Indian experience would not have led us, could it have been avoided, to send out Rolling Stock already built from this Country at all. It has always been our practice based upon that and other experience to send out nothing but the ironwork and fittings, leaving the woodwork of the Carriages and Wagons and the fittings to be put together in India. It was only in consequence of the absence of proper facilities for doing the work in India and on special Incident from the other side, requiring this previous practice to be discontinued, that the Board altered their Contracts and had the carriages and Wagons built here complete, a considerable quantity of ironwork, which was at the time ready for shipment having to be unpacked and fitted for the purpose. We are perfectly satisfied that had the Locomotive Superintendent ever had the opportunity

260
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The error has not been in defective material, manufacture, or inspection here. The defects such as they are, and we feel sure they must on the whole be but slight, result from our being from the circumstances of the case, required to deviate from all our past practice based upon our Indian experience. Of course we understood that the necessities of the case required that this should be done, and it may have been under the circumstances the right thing to do, only we may fairly be excused from attributing to defective inspection here the split panels and damaged varnish, which have been the consequences. There are not better Carriage Builders in the Country than the Gloucester Wagon Company and the Lancaster Wagon Company whose work is referred to.

10. We can confidently state that no work was ever more carefully or conscientiously inspected or executed.

As

22/10
11. As to the finish of the Carriages we have frequently seen these in all stages of manufacture, and can testify to the work being generally excellent. The Teak is carefully rubbed down and then receives, besides 2 Coats of size, at least 5 and often 6 Coats of Varnish. But the carriages having been built in England, packed away and put together again in India ought to receive one or two additional Coats of varnish before they are sent out of the shops for actual work, which does not appear to have been done.

12. As to the Horse boxes the Locomotive Superintendent alludes to them as having only a ribbed flap door on either side. We have referred back to the drawing of the Great Southern of India broad gauge stock, to which no objections were ever taken, and that is precisely the same. There are cushions for the shoulders of the horse to come

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themselves which fall down upon
the platform and up which the
horse has to walk, are generally
in this country merely ribbed, and
we do not see how they could
well be altered. The sweep of the
hinges of these doors which is
objected to, is the same as that
which is usually followed in
practice.

We are,

(signed) George B. Bruce

(—) Charles Douglas Fox

Consulting Engineers

350

P W 1876 Dept 29C
No 614

Railway
25th Nov 1875
Recd 26 Jan 1876
The Letter to Mr George
No 8.

RAILWAY DEPARTMENT.

No. / of 1876.

TO THE MOST HONORABLE THE MARQUIS OF SALISBURY,
SECRETARY OF STATE FOR INDIA

MY LORD MARQUIS—We have the honor to acknowledge receipt of your Lordship's despatch, No 8, of 25th November, with its enclosures, wherein you leave it to us to form an opinion whether further notice should be taken of the defects of the rolling stock supplied from England for use on the South Indian Railway Adding that, if such be deemed necessary, a properly detailed statement of such defects must be furnished

2 As regards the carriages, we accept the conclusions arrived at by Messrs Bruce and Fox, viz, that the defects were inevitable consequences of a mistake committed in sending home orders for carriages complete

3 We regret that the Indian experience of Messrs Bruce and Fox, and of the Inspectors under them, was not made available in warning us or the Company of the inexpediency of adopting the course resorted to

4 The matter of the locomotives is more serious We have no details of their defects; but in the Locomotive Superintendent's letter, submitted for your Lordship's information with our despatch, No 9, of 22nd November, he states that he had written *very fully* to Mr Fox about the engines, so that further information does not appear to have been required to enable Messrs Bruce and Fox to report more satisfactorily than by stating their belief that the engines "will be found generally as efficient as the narrowness of the gauge and the standard dimensions as fixed by Government permit." The notice taken by the Government of India of their high estimated cost has been brought to your Lordship's notice in the despatch just alluded to Altogether, considering that Messrs Bruce and Fox have omitted to make the detailed reference to the alterations and repairs of the locomotives indicated in the preamble to the 5th paragraph of their report, and that they had before them a full report on the subject by the Locomotive Superintendent, we are of opinion that further notice should be taken of the subject by your Lordship, and that they should be called on to furnish your Lordship with copy of the detailed statement already in their possession

5 We are further of opinion, and we consider that we are fully borne out in it by the honest admissions made at the commencement of the Locomotive Superintendent's letter, that our Deputy Consulting Engineer has performed his duty to the Government as well as to the Company in a straightforward and searching manner, and that the terms "unfounded and ungenerous," applied to his criticism by Messrs

QD 19 Aug 75 No 326-328
QD 28 Aug 75 No 505-506
13 Nov 337-338
QD 22 Nov 75 No 9922 Nov 75
QD 23 Feb 74 No 442-443 & 444
23 Apr 17-18
16 June 324-325
23 Nov 384-386
9 Jan 75 135-136
12 April 227-229
26 May 505-507
28 Aug 505-506

CC for Mr. P. 11
QD 2-7-2-72
25 Jan 76
No 188

Enclosed find the following despatches
re addressed to the Home Government

Regarding the state of
the narrow gauge Rolling
Stock for the S. Railway

412-413

Cir 1-1-76-

with order

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Bruce and Fox, ought not to have been used And we desire to record our entire approval of Major C J Smith's action in this case

We have the honor to be,

My Lord Marquis,

Your Lordship's most obedient,
humble servants,

FORT ST GEORGE,
8th February 1876.

Hrd S T Austin.

FORT ST GEORGE
RAILWAY DEPARTMENT.

*Letter to the Most Honorable the
Marquis of Salisbury, Secretary
of State for India.*

*Dated 8th February.
No. / of 1876.*

FORWARDING opinion relative to the complaint
brought forward regarding the defects of the
rolling stock supplied from England for use of
the South Indian Railway

No 1 of 1876.

Public Works Dept.

*The Most Honorable the Secretary of State
for India*

My Lord Marquis,

*We have the honor
to acknowledge receipt of
your Lordship's Despatch
No 8 of 25th November
with its enclosures; wherein
you leave it to us to form
an opinion whether further
notice should be taken of
the defects of the Rolling
Stock supplied from Eng-
land for use on the South
Indian Railway. Adding
that*

that, if such be deemed
necessary, a properly detail-
ed statement of such
defects must be furnish-
ed.

As regards the
Carriages we accept the
conclusions arrived at by
Messrs Bruce and Fox,
viz that the defects were
inevitable consequences of
a mistake committed in
sending home orders for
Carriages complete. We
regret having ever sanc-
tioned such a proceeding,
more especially as it does
not appear that its sole
object, that of celerity
of supply, has been
fully

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fully attained. ^{And we} regret that the Indian
experience of Messrs
Bruce and Fox, and of
the Inspectors under them,
was not made available
in warning us or the Com-
pany, of the inexpediency
of adopting the course
resorted to.

The matter of the
Locomotives is more serious.
We have no details of
their defects, but in the
Locomotive Superintendent's
letter submitted for your
Lordships' information
with our Despatch No 9
of 22nd November he states
that he had written very
fully.

fully to Mr Fox about
the Engines - so that
further information does
not appear to have been
required to enable Messrs
Bruce & Fox to report more
satisfactorily than by
stating their belief that
the Engines will be found
"generally as efficient as
the narrowness of the gauge
"and the standard dimensions
"as fixed by Government
"permit." The notice
taken by the Government
of India of their high
estimated cost, has been
brought to your Lordship's
notice in the Despatch
just alluded to. Altogether

considering

410 15
considering that Messrs
Bruce and Fox have omitted
to make any detailed
reference to the alterations
and repairs in the Loco-
motives which the preamble
to the 5th para of their
report would lead me
to expect; and that they
had before them a full
report on the subject by
the Locomotive Superin-
tendent, we are of opinion
that further notice should
be taken of the subject
by your Lordship; and
that they should be called
on to furnish your Lord-
ship with copy of the
detailed statement already

in their possession.

We are further of opinion; and we consider that we are fully borne out in it by the honest admissions made at the commencement of the Locomotive Superintendent's letter, that our Deputy Consulting Engineer has performed his duty to the Government as well as to the Company, in a straightforward and searching manner; and that the terms "unfounded and ungenerous" applied to his criticisms by Messrs. Bruce & Fox are singularly inappropriate.

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inappropriate. The officers of Government whose business it is to deal with Guaranteed Railways have special need, in the interests of the people of India, to be just before they are generous, and we desire to record our entire approval of Major G. F. Smith's action in this case. He is an officer of great intelligence and ability.

E. M. W.

Fort St George
Railway Department

Letter to the most Honble
the Secretary of State for
India

Dated 8th February
no 1 of 1876

Original & copy sent per
Overland Mail on
the 12th February 1876

Copy sent to the Govt of
India on the 15th July/76.

Forwarding opinion relative
to the Complaint brought for-
ward regarding the defects
of the Rolling Stock sup-
plied from England for use
of the L & N Ry.

~~4. 10. 1941~~ (10)

C. D. F. & L. 1870 No.

2302

1. The first part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are written in a cursive script, and the addresses are listed below them.