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(2) Date of repair__________

(3) Initials of the Referencer__________

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. / ~~B.P. No.~~ 3210—11 Press / ~~Mis.~~

Dated 28. 11. 1876 ~~195—~~.

Not to be folded or roughly handled

No 1117.

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 8th November 1876.

From

R B Elwin Esqre

Agent and Manager, M R Co

To

Lt Col J Hill Shaw Stewart, RE

Consulting Engineer for Railways

Sir,

With reference to the conversation which I had the honour to have with His Grace the Duke of Buckingham and Chando in your presence yesterday at Beypore. I consider it to be my imperative duty to represent to the Government the difficulty I consider we shall experience, in carrying the requisite quantity of grain to the Districts threatened with famine with our very limited Engine stock, and I would most respectfully urg that authority be granted me to telegraph to my Board in England to arrange for the purchase and despatch of ten Locomotiv Goods Engines of 18 inch Cylinders and boilers in proportion

2 It is not to be expected that these Engines, if sanctioned, can reach Madras before July next year, and in the meantime the question of the hire or purchase of Engi

belonging to the East Indian Railway Company should be considered

3 Any Engines which we may be able to secure in India, will be of a class unsuited to our traffic, but the Government naturally expect the Madras Railway Company to be prepared for any emergency and it will be a matter for subsequent consideration how far we are to be reimbursed the outlay upon Engine stock purchased to meet the present crisis, but which it is known beforehand will be unsuited to our general traffic

4 The question of Engine power is one of so much importance that I have today telegraphed to the Agent of the East Indian Company as follows -

"Can you lend us on hire for six or "eight months, or sell to us outright ten "Locomotive Goods Engines - I am told "that your Company has Engines which "have not yet been erected, and which "you may be willing to sell".

I have the honour to be,
Sir,
Your most Obedient Servt

Agent and Manager

P.W.D.
76
8168

1037

MADRAS RAILWAY.

From
The Agent and Manager

To
The Consulting Engineer
for Railways

Dated 8 Novr 1876
Recd. 8 " No. 1117.

Requesting authority to telegraph to the Board to send out 10 Loco Goods Engines

---

Madras 9 Novr 1876.

No. 547

Submitted for the consideration of Government.

2. Engines ordered now, even by telegraph, would probably not be available for work much within a year, so that the proposal to obtain ten Engines from England would not be of any assistance during the pressure which may be expected during the coming months. At the same time, it may be accepted as certain that the engine stock of the Madras Railway will suffer greatly from the

strain to which they will be subjected during the early part of next year; and that, unless additional Engine power be procured elsewhere, the number of Engines available for work nine months hence will be considerably below the average.

3. A reference to the undermentioned Pro: of Govt. will show that the proposal to add to the number of Engines does not now come forward for the first time:—

29 Sept. 1875 No. 2803
18 Nov. — " 3297
19 May 1876 " 1263

It is understood that the Locomotive Superintendent of the Madras Railway is now engaged in preparing a design for additional Engines, with reference to the remarks made by His Grace the Governor in Council in paragraph 4 of the Order of Government, No. 1263.

Wm Stewart
Lt Col R.E.
Cons Engr for Railways

To
The Secretary to Govt
P.W. Department
Fort St. George

Cir 8072

P.W.D.
11NOV76
No. 8168

No. 5747

Cir 11-11-76.

Railway Dept
From
The Cons. Engr for Ry
To
The Secretary to Govt.
P.W.D.
Fort St. Geo.
Dated 8th
Received } 9 Novr 76
No. 575
Enclosure 1
Submitting with remarks letter
from the Agent, M.R.
relating permission to
telegraph to Agt
for 10 increase

I see no advantage in returning [illegible] Rate it may just as advisable [illegible]

No. 1118.

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 8th November 1876.

From
Robert B. Elwin Esqre
Agent and Manager. M.R. Co

To
Lieutt Colle J. Wm Shaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

In forwarding for the consideration of His Grace the Governor in Council the copy of a telegram which I received from the Secretary to this Company on the 4th Instant, I have the honour to remind you that at the interview which His Grace the Duke of Buckingham and Chandos accorded to me at Beypoor yesterday, at which you were present, I gathered that it would be considered an impolitic measure to reduce the rates for the Carriage of Grain at the present moment.

2 The arguments which I had the honour to submit for the consideration of His Grace it will be as well to repeat here for reference.

1 The Company is unable to carry forward to the Districts threatened with

Cho 8071

famine all the grain which is tendered for conveyance, and it has been found necessary in consequence to limit the number of Wagons to be consigned daily to Bangalore and to Bellary, and to register the applications of Merchants for Wagons

2. The low rates of 8 and 6 pies per ton per mile now in force leave a very small margin of profit when it is remembered that the wagons have all to be worked back empty.

3. The recent order of the Government No. 2535 dated the 21st of September wherein the following passage occurs.

"His Grace the Governor in Council
"desires that the Agent and Manager
"be impressed with the necessity of limit-
"ing expenditure to what is absolutely
"needed for the efficient maintenance
"of the Line and Stock and to what
"can be shown to be directly remunera-
"tive outlay, other matters being allowed
"to stand over, even at some little
"inconvenience, until the returns balance
"the Government Guarantee, or bear a
"close approximation thereto".

3. The grain traffic will undoubtedly

MADRAS RAILWAY.

From The Agent and Manager

To The Consulting Engineer for Railways

Dated 187

Recd

put some money into the pockets of the Company and in this way we shall be afforded an opportunity of recouping the Government some portion of their Guaranteed interest.

I have the honour to be,
Sir,
Your most obedient Servant,

Agent and Manager.

P.W.D.
11 NOV 76
No. 8169

1035

MADRAS RAILWAY

From
The Agent and Manager

To
The Consulting Engineer for Railways
W. Rowe

Dated 8 Novr. 1876
Recd 9 Novr.
Offl. No. 1115

Regarding a reduced rates for the carriage of grain

8 56

Telegram

Dated London 3rd. November 1876.

From The Secretary,
Madras Railway Company,
London

To The Agent & Manager
Madras Railway
Madras

Owing to famine Board approve temporarily reducing grain rates if sanctioned

(True Copy)

Agent & Manager

RAILWAY DEPARTMENT.

Consulting Engineer's Office,
Madras, 9 November 1876

No 548

SUBMITTED for the consideration OF GOVERNMENT.

2. The rates in force on the Madras Railway for the carriage of rice and other grains are 8 pies per ton per mile for distances below 300 miles, and 6 pies per ton per mile for longer distances

3. Taking into consideration the working of empty trucks in the opposite direction, the 6 pies rate leaves a minimum margin of profit. If a lower rate were quoted grain would probably be carried at a loss.

Lt Col R.E.

Cons Engineer for Ry's

To The Secy. to Government
P.W. Dept Fort St. George

Clo 8072

P.W.D

8169

No 548

Railway Department

1876.

From

The Consulting Engineer for Railways,

To

The Secretary to Government, P. W. Department, Fort St George.

Dated 9 November 1876.

Received

No. 54.

Enclosures. 25

Submitting letter from the Agent Madras Railway having reference to reduced rates for the carriage of grain

Cn 11-11-76.

No 1/3

D P

Note upon the adequacy of the arrangements upon the Madras Railway to deal with the grain traffic which may be expected during the approaching dry season.

In connection with this subject, the Railway arrangements may be divided into four heads:

(1) Sufficiency of engine power.
(2) Sufficiency of water for engines.
(3) Sufficiency of brake power.
(4) Sufficiency of wagons.

2 The locomotive stock on the Madras Railway consists of 128 engines; 20 of these being tank

engines, and 108 tender engines. The present distribution is as follows:

In use for daily train service	85
Employed for shunting and banking	14
Shed engines	6
Under repair at out stations	3
Under repair at Perambore	20
	128

3 The engines now at Perambore are for the most part in need of extensive repairs, and cannot be counted upon for service for some time to come. Upon the other hand, of the 85 engines now in daily use, many will without doubt require repair during the next few months.

4 During last week the average daily grain traffic to Bangalore was 700 tons; and to Bellary 500 tons. In order to perform this work, the engines have been taxed to the utmost; and it is doubtful whether, with the existing stock, any increase to the traffic is possible. The Locomotive Superintendent states that the work of his Department is now being carried on at high pressure; and that, without additional engine power, the present rate of work cannot be long maintained.

5. Inquiries have been made upon all the Indian broad gauge lines as to whether any

locomotives, erected or unerected, are available for sale or hire. These inquiries have not yet been replied to; but it is probable that any engines which may be secured here will be of a light type, and unsuitable for the general traffic of the line. If no engines are available for sale or hire in India, it is not easy to see how the necessary assistance is to be procured.

6 At the time of the conversion to metre gauge of the line between Negapatam and Trichinopoly, the South Indian Railway stock consisted of 21 engines. Of these 9 have, since the conversion, been sold to the Government of India. If the conversion of the line between Trichinopoly and Erode could be at once undertaken, the remaining 12 engines would be available for use elsewhere. These engines are however of a light type, and unsuited for hauling heavy trains over steep gradients. They are also for the most part in a bad state of repair.

7. The Agent of the Madras Railway has proposed to telegraph to his Board to arrange for the purchase and despatch of ten locomotive goods engines. The letter containing the proposal is

laid today before Government; but it may be accepted as certain that engines ordered now in England will not be available for work in this country within 9 months at the earliest.

8. The Locomotive Superintendent of the Madras Railway states that the engines which come to Perambore for repairs are subjected to considerable delay through want of sufficient machinery in the Fitters' shop. He is of opinion that an increase to the number of lathes and drilling machines would enable him to

expedite

expedite the repairs, and to lessen considerably the period during which engines are now delayed in the shops. Mr. Trevithick has been asked to state exactly his requirements in this respect, and it may be advisable to telegraph to England for the machinery.

9. With a limited number of engines, considerable loss of power has been experienced in consequence of the long distances which separate some of the stations. Two of the longest of these intervals occur on the Bangalore Branch, over which the heaviest grain traffic is at present passing. From

Jollarpett Junction to Coopum the distance is 22¼ miles, and from Coopum to Colar Road, 21½ miles. In order to relieve the engines, it has been determined to convert an existing fuel siding halfway between Jollarpett and Coopum, into a through siding; and to put in a through siding at a place called Ramasamoodram, halfway between Coopum and Colar Road, where a trial station had previously been opened. These works have been sanctioned by this Office, and are now in progress.

10. In connection with engine supply, the number of available Drivers must be taken into consideration. Even at present the Locomotive Department is hard pressed in this respect, every Fireman who is considered qualified to drive a train having been promoted to Driver. It is extremely improbable that suitable men can be picked up in India at this crisis; and if additional traffic is expected, it will be necessary to telegraph to England for Drivers.

11. As regards the supply of water, there will probably be no difficulty in making the necessary arrangements. This subject has for

some months engaged the attention of the Railway Officials, in consequence of the unusual drought during the last two years. The measures which are being carried out consist partly in deepening the station wells, and improving the existing mode of supply; also in erecting temporary watering stations at the large rivers crossed by the line.

12. The existing brake power on the Madras Railway is as follows.

30—Third class passenger carriages with brakes.
22—Road brake wagons
60—Goods brake vans

The Railway Officials represent that this brake power is barely sufficient even for their ordinary traffic, and strongly urge the necessity for constructing 12 additional goods brake vans. This necessity may be conceded, especially if there is a prospect of increased traffic in connection with the failure of the crops in Bellary and the neighbouring Districts. It may be mentioned, with reference to paragraph 6 of this Note, that the early conversion of the Trichinopoly-Erode Section would set free 8 brake vans now in use upon that part of the South Indian Railway.

13. As regards the number

of

P.W.D.
11 NOV 76
8170

of wagons suitable for grain traffic there will probably be no difficulty in meeting all requirements. There are above 2000 vehicles available, and this number is in excess of all probable demands.

J H M Shaw Stewart
Lt Col. R.E.
Consg Engineer for Railways

Madras [illegible]
[illegible] 1876

Cho 8072

Cw 11-11-76

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,
Madras, 14th November 1876.

No. 559

From
LIEUT.-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,
Fort Saint George

SIR,

In continuation of No 547 dated the 9th instant, I have the honor to lay before Government a further letter* from the Agent of the Madras Railway Company upon the subject of the available engine power upon that line.

*No 1130
8th November
1876

2 Within the last few days I have been in communication with the Consulting Engineers through

throughout India, in order to ascertain whether any suitable engines, either erected or unerected, are available for sale or hire. The only serviceable offer of assistance has come from Lahore, and the Agent of the Madras Railway has made arrangements for hiring from the Scinde, Punjaub, and Delhi Railway four engines, with 16 by 24 inch cylinders, and with wheels 5½ feet in diameter, ~ four wheels coupled. These engines, when received, will afford considerable relief during the existing pressure.

I have the honour to be, Sir,
Your most obedt Servant

Lt.Col. R.E.
Cons. Engr for Railways

P.W.D.
16NOV76
No 8304

From
The Consulting Engineer
for Railways,

To
The Secretary to Government,
P. W Department,
Fort Saint George.

Dated 14th November 1876.
Received

No. 559
15-11 Enclosures 1 —

Submitting a letter from the Agent, M. Ry., furnishing information as to the Company's stock of Locomotive engines.

No 5719.

An 17-11-76.

18

1. Railway Dept. No: 547 of 9th Novr.
2- Do : - 548 9th
3- Note by Cons. g Engineer - 9

Submitted for Orders.

C.W. Walker Major Genl
Secy to Govt P.W.D

10-11-76

The most important point is engine power for immediate use - orders cannot be passed until the replies from Indian R. Cos are received - the question of gauge renders exchanges [illegible] aid ~~[illegible]~~ of purchase of engines from the [illegible] hopeless - The suggestion of running converting the Erode & Trichin. line to relieve the engines, take our [illegible] does not commend itself - when at Erode this week I was informed the work of that branch was being done with difficulty - & I am very

Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following —

Endorsement of the Cons. Engr for Railways (P.W.E. No 547/9 Nov/76.
do — do — do (" 548 " — do —
Note by — do — do — (" — 55[illegible] — do —

His Grace the Governor in Council observes that the most important matter for consideration in the present circumstances is the adequacy of the engine power available for immediate use. Orders on this point cannot have been passed until it has been definitely ascertained that other Indian Railways cannot supply what is required. The peculiar gauge of the Indian Railways render

Better await the replies to telegrams sent to Indian Companies as to Engine power & then make one order [illegible]
B.C. 11/11

[illegible] 11-11-76.

extraneous aid by purchase of Engines from other Countries hopeless. And as no perm-anent aid can be from [illegible] [illegible] to Engines to the [illegible] of [illegible] for a Engine [illegible]

The suggestion to convert the Erode-Trichinopoly Section of the South Indian Railway to the narrow gauge merely to set free a certain number of Engines and Brake Vans does not commend itself to Government. A step of this kind would be of very doubtful utility, and would prejudge an important question of future Railway policy in the South, and lengthen the time of Communication with towns situated in that direction. Moreover the Broad gauge Engines in use on this section are reported to be very defective.

The watering arrange-ments appear from the Consulting Engineer's [illegible] to be in a satisfactory state of progress.

The Brake power, His Grace in Council considers, might be promptly supplemented by utilizing for this purpose a few goods wagons.

The subject of addition-al Machinery in the Perambore shops will be separately inquired into.

His Grace in Council is not of opinion that any reduction of prevailing rates for grain traffic is called for. Such reduction would only benefit private traders

Cor 11-11-76.

who are already profiting largely.

GMW

[illegible]

Cons. Engr for Rys

Exd Cr 11-11-76
Cr 11-11-76.

(29)

Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT

Under date the

Read the following —

Endorsement of the Consg. Engineer for Railways	(H.E. No. 547 d/9th Nov./76)
— do — do —	(" " 548 — " — " — " — ")
Note by — do — do —	(" " — " — " — " — ")
Letter from Consg. Engr. for Rys	(" " 559 — " — 14th — " — ")

1. [illegible]

His Grace the Governor in Council observes that the most important matter for consideration in the present circumstances is the adequacy of the Engine power available for immediate use. The peculiar gauge of the Indian Railways renders extraneous aid by purchase of Engines from other Countries hopeless. ~~And as no permanent~~ aid can be obtained from Indian Railways, authority is granted to telegraph to the Board of Directors for additional Engine power as ~~proposed by the Agent.~~

[illegible] the hope [illegible] any engines [illegible] for the suggestion [illegible] [illegible] which [illegible] [illegible] 1263 -

The suggestion to convert the Erode-Trichinopoly Section of the South Indian Railway to the narrow gauge merely to set free a certain number of Engines and Brake Vans does not commend itself to Government. A step of this kind would ~~be~~ of very doubtful utility, and would ~~prejudice an important question~~

very undesirable

[illegible] gauge [illegible] [illegible] South [illegible]

[illegible]

~~question~~ of future Railway policy in the South, and lengthen the time of communication with towns situated in that direction. Moreover the Broad gauge Engines in use on this Section are reported to be very defective. [illegible] The watering arrangements appear from the Consulting Engineer's Note to be in a satisfactory state of progress.

The Brake power, His Grace in Council considers, might be promptly supplemented by utilizing for this purpose a few goods wagons.

The subject of additional

Cm 11-11-76.

additional Machinery in the Perambore shops will be separately inquired into.

His Grace in Council is not of opinion that any reduction of prevailing rates for grain traffic is called for. ~~Such reduction would~~ only benefit private traders who are already profiting largely.

H.E. No. d/

Copy of the above forwarded to the Government of India for confirmation of the sanction accorded in paragraph 1.

Consg Engr for Rys

Exd [illegible] Cir: 17-11-76.
Cir 11-11-76.

Telegram from the Government of India dated 7th November 1876.

FOR ORDERS.

Judging by the quantity of grain which has been imported and is now lying exposed ready for despatch, high prices seem sufficient to attract grain to distressed districts without reduction of Railway fare.

C. W. Walker Major Genl RE
Secretary to Govt Bmd

FOR ORDERS.

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8170
8304.

[illegible]

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58 18

No 1130.

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 9th November 1876.

From
R B Elwin Esqre.
Agent and Manager. M R Co

To
Lt Col J Hellshaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

In continuation of my letter of yesterday No 1117, I have the honour to state that the number of Engines owned by this Company is 128, out of which 102 are in daily use on the line, 3 small Kitson's Engines have been lent to the South Indian Railway, and 23 are in the shops for repair.

2 The Locomotive Superintendent informs me that 4 small engines out of the 23 which are in the shops for repair have been laid off more than 12 months for complete renewal, and that it has been found impossible with the present appliances to turn out the new work for these except very slowly while keeping up at the same time the work on the other larger and more valuable classes of Engines

2 Mr. Trevithick adds:-

"Of the 19 other engines under repair,

"9 are stripped for new boilers of which
"5 will be turned out before Christmas by
"the aid of night overtime. Altogether 9 of
"the engines now in the shops may be turned
"out by Christmas but these will not
"increase the hauling capacity of the stock
"because they are already required to
"replace others which must come in.
"10 to 12 of the engines now running will
"require new boilers during the next
"12 months".

I have the honour to be,
Sir,
Your most obedient Servant
Thos W. Irwin
Agent & Manager.

P.W.D.
16NOV76
No 8304

MADRAS RAILWAY

From
The Agent and Manager

To
The Consulting Engineer
for Railways

Dated 7 Novr 1876
Recd 10 " "

No 1130

Furnishing informa-
tion as to the Bro-
-gauge Stock of Loco
Engines

Public Works Dept

No 3210

Proceedings of the Madras Government
Under date the 28th Nov 76.
Read the following:-

Endorsement of the Consg. Engr. for Railways	(H.E. No. 547 dd 9th Novr 1876)
— do — do —	(" " 548 " ")
Note by — do —	(" " " ")
Letter from Consg. Engr. for Railways	(" " 559 " 14th " ")

His Grace the Governor in Council observes that the most important matter for consideration in the present circumstances is the adequacy of the Engine power available for immediate use. The peculiar gauge of the

Indian Railways renders extraneous aid by purchase of Engines from other countries hopeless. It cannot be hoped that any engines now telegraphed for as suggested by the Agent would be of use during the present pressure; and the Governor in Council sees no reason therefore to anticipate the submission of carefully prepared plans which were to be submitted in accordance with the orders of the 19th May 1876 No. 1263.

2. The suggestion to convert the Erode-Trichinopoly Section of the

South

South Indian Railway to the narrow gauge merely to set free a certain number of Engines and Brake Vans does not commend itself to Government. A step of this kind would occupy considerable time, be of very doubtful utility, would lengthen the time of communication with towns situated in that direction, and it is doubtful moreover whether the metre gauge stock and engines would have dealt with the large amount of traffic which has lately blocked the Erode-Trichinopoly line so as to necessitate stoppage of 2 passenger trains. Moreover the Broad gauge Engines in use on this section are reported to be very defective and would be useless until examined and repaired.

3. The Governor in Council therefore considers that every endeavour should be made to obtain on purchase or hire engines from other Indian Railways as the most certain mode of obtaining relief.

4. The watering arrangements appear from the Consulting Engineer's Note to be in a satisfactory state

of

of progress.

5. The Brake power, His Grace in Council considers, might be promptly supplemented by temporarily utilizing for this purpose a few goods wagons.

6 The subject of additional Machinery in the Perambore shops will be separately inquired into.

7 His Grace in Council is not of opinion that any reduction of prevailing rates for grain traffic is called for

(H.E. No. 3211 d/28 Nov/76

Copy

No 3211 d/ 28 Nov 76

Copy of the above forwarded to the Government of India for confirmation of the sanction accorded in paragraph 1.

Gmw

8160
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Govt. of Madras

PUBLIC WORKS.

To the Cons^g Eng^r for Rl^ys

Recd 1-12-76

Dated

Lett

Recd

Lt

G. O, 28th Nov 76, No 3210 3211

Immediate 28/11

Nos.

Sent to Reg^r

Conveyance of grain to distressed districts by the Railway.—

Passing orders on correspondence relative to the proposal to ... the stact freight ...ge for the ___ & to telegraph home ... more Engines locomotives