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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	552 (2)	Press
B.P. No.		Mis.

Dated 28 2 1876.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
28th February 1876.*

No. 535. Read the following letter from Lieutenant-Colonel J. H. M. SLAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 14th February 1876, No. 85:—

ADVERTING to paragraph 2 of the Order of Government, dated the 9th instant, No. 358 (received to day), I have the honor to submit for information the Locomotive

Superintendent's explanation* with regard to the delay in constructing the cow-catchers and fitting them to the engines.

2. It is hoped that all engines which run on the main line will before long be provided with these safe-guards.

From the Acting Locomotive Superintendent, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Perambore, 8th February 1876, No. 56.

WITH reference to the correspondence noted in the margin, I beg to inform you that the construction of the 118 cow-catchers has been very much delayed, owing to the press of work caused by the late visit of His Royal Highness the Prince of Wales. It is, however, now being pushed on with, and I hope to be able shortly to attach cow-catchers to all engines running on the main line.

No. 142.

To the Consulting Engineer for Railways for information.

MADRAS,
9th February 1876.

(Signed) R. B. ELWIN,
Agent and Manager.

No. 536. ORDER THEREON, 28th February 1876, No. 552.

RAILWAY, No. 61.

The subject of cow-catchers has now been before Government for several years, and His Grace the Governor in Council

proposes to review in some detail the correspondence thereon.

2. In G.O., No. 824, dated 19th March 1870, the Railway authorities were directed to make trial of these devices on the portion of line between Beypore and Coimbatore. Eighteen months afterwards the results of this experiment were detailed by the Consulting Engineer for Railways in his letter recorded with G.O., No. 2,582, of 10th October 1871. This report stated that the cow-catcher which had been in use had proved inefficient; that in fact accidents were more likely to occur with than without it; and that one of a modified design was under course of construction, the results of which would be notified to Government.

3. Thirty-one months subsequently this long-promised report appeared in a letter from the Consulting Engineer for Railways, recorded with G.O., No. 1,280, of 12th May 1874.

4. No reasons were assigned to Government for this delay; it was merely stated that no trial had been made of this second cow-catcher, as it had radical faults of construction, and that experiment would be made of the cow-catcher used on the Bombay and Baroda Railway.

*Proceedings of the Madras Government, Public Works Department,
28th February 1876.*

5. Government in their order upon this letter repeated the suggestion made in G.O., No. 1,007, of 18th April 1874, recommending a trial of the American design, and the Home Government were in letter, No. 4, of 18th June, requested to send drawings of it.

6. The Government of India, however, in their letter, No. 1,653 R., dated 18th July 1874, recorded with G.O., No. 2,339, of the 20th August, recommended the Bombay and Baroda Railway cow-catcher, drawing attention to Circular No. 32 of 2nd November 1869, enjoining the use of these safe guards.

7. The Madras Government upon this called on the Consulting Engineer to report on the steps proposed to be taken for supplying all engines with efficient cow-catchers.

8. In G.O., No. 2,528, of 5th September 1874, an estimate was sanctioned for attaching them to ten locomotives on the Cuddapah-Ghooty line of rail; and in Colonel Shaw-Stewart's letter recorded with G.O., No. 917, of 7th April 1875, it was stated that they were then "being fitted" to the engines.

Paragraph 2.

9. In G.O., No. 1,925, of 6th July 1875, an estimate was submitted for sanction of the Government of India, which in letter No. 1,914 R., recorded with G.O., No. 2,324, dated 11th August 1875, received sanction for supplying 118 locomotives with cow-catchers. And in G.O., No. 3,418, of 1st December 1875, the Government declined to listen to complaints of cattle-trespass till the effect of cow-catchers should have been fairly tried.

10. It appears that these machines are still in course of construction, and the explanation of the delay submitted by the Consulting Engineer in his letter, No. 85, dated 14th February 1876, cannot be regarded as satisfactory.

11. The Government desire the Consulting Engineer to inform the Agent that the Government expect to receive information at an early date that their orders have been carried out.

(True Extract.)

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

To the Consulting Engineer for Railways.

Ed. E. C. Shunkor.

Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 14th February 1876.

No. 85

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,

Adverting to para-
-graph 2 of the Order of Govern-
-ment dated the 9th instant. N:
358, (received today) I have the
honour to submit for informa-
-tion the Locomotive Super-
-intendent's explanation with
regard to the delay in construc-
-ting the cow-catchers and
-fitting them to the engines.

Letter No 56
dated 14th Feb.
-bearing reply to
agents.

2. It

2.

It is hoped that
all engines which run on the
main line will before long be
provided with these safe-guards.

I have the honour to be

Sir

Yours most obedient servant

Wm. Harrison Russell Esq.,

Genl. Engineer for Railways

409-Decr/69 No 3869
 - 19-Janu/70 - 824
 - 6-May/71 - 1238
 2. - 10-Oct - 2582
 - 23-Dec/72 - 2761
 all - 18-April/74 - 1007
 - 6-May - 1212
 more - 12 - 1280
 - 13-June - 1571
 from By Despatch No of 18-June/74.
 409-Engg-Part 2339
 - 5-Sept - 2521
 - " " - 2518
 - 23-Oct - 3076
 - 9-Feb/75 - 3734
 - 7-April - 917
 - 6-July - 1925 & 1926
 - 11-Aug - 2524
 - 14-Dec - 3414
 - 9-Feb/76 - 358.

28 Feb 1876

Letter from sec of dep
 geny of the
 as to delay in
 construction of
 catchers for
 on the line

To
 The Secretary to Government
 P. W. Department
 Fort Saint George.
 Dated 14th Feb 1876
 Recd 16th Feb 1876
 No 875

From
 The Consulting Engineer
 for Railways.

P M 1876
 No 1186

addressed Railway
 Loco-Superintendent's Office
 Perambore Works 8th Feb 1876.

at 56.

Go

The Agent and Manager

Dear Sir,

With reference to the correspondence
 Order of Govt. No 3418 - 1st December 1875
 Letter from Consulting Engineer at 1338 - 20th " "
 Despatch from 2000-52 - 18th Jan'y 1876
 I beg to inform you that the
 combination of the 118 Cow-Catchers has been
 very much delayed, owing to the press of work
 caused by the late visit of His Royal Highness
 the Prince of Wales. This, however, now being
 pushed on with, and I hope to be able shortly
 to attach Cow-Catchers to all Engines running
 on the main line.

Yours faithfully
 1876 C. E. Phipps
 for at y. Loco-Superintendent

Yours Copy
 J. P. Phipps
 Agent & Manager.

at 142

The Consulting Engineer for Railways
 for information.

addressed
 9th Feb 1876

No 553 Public Works Dept
Proceedings of the Madras Government

Under date the 20th July 1876

Read the following

From The Commissioners for
Railways } L.O. No 85 dt 14 Feb 76

The subject of cow
catchers has now been
before Government for some
years, and His Grace the
Governor in Council proposes
to review in some detail
the correspondence thereon.

In L.O. No 824, dated
19 March 1870, the Railway
authorities were directed to
make trial of these devices
on the portion of line between
Ruppur and Secumbatore.
Eighteen months afterwards
the results of this experiment

MAADRAS RAILWAY
To
The Agent and Manager
The Consulting Engineer
for Railways
From
The Commissioners for
Railways

were detailed by the Consulting Engineer for Railways in his letter recorded with G.O. No 2582 of 10th October, 1871. This report stated that the Cow-Catcher which had been in use had proved inefficient; that in fact accidents were more likely to occur with than without it; and that one of a modified design was under course of construction, the results of which would be reported to Government.

Thirty one months subsequently this long promised report appeared in a letter from the Consulting Engineer for Railways recorded with G.O. No 1280 of 12th May 1874.

No reasons were assigned to Government for this delay,

it was merely stated that no trial had been made of this second Cow-Catcher, as it had radical faults of construction, and that improvements would be made of the Cow-Catcher used on the Bombay and Baroda Railway.

Government in their order upon this letter repeated the suggestion made in G.O. No 1007 of 18th April 1874, recommending a trial of the American design, and the Home Government were in letter No 4 of 18th June requested to send drawings of it.

The Government of India, however, in their letter No 1653 R dated 18th July 1874, recorded with G.O. No 2389 of the 20th August, recommended the Bombay & Baroda

Working Cin Catcher, drawing
attention to Circular No 32
of 22 November 1869, informing
the use of these safeguards.

Recorded with G.O. 3869
dated 9 December 1869

The Madras Government
upon this called on the
Consulting Engineer to report
on the steps proposed to
be taken for supplying
all Engines with efficient
Cin Catchers.

In G.O. No 2528 of 3rd
September 1874, an estimate
was sanctioned for attaching
them to ten locomotives
on the Pondicherry-Chooly
line of rail, and in Colonel
Shaw Stewart's letter re-
corded with G.O. No 917,
of 7 April 1875, it was stated
that they were then
"being fitted" to the Engines.

In G.O. No 1925 of 6th
July 1875 an estimate was

Kara 2

submitted for sanction
of the Government of India,
which in letter No 1914 of
recorded with G.O. No 2324
dated 11 August 1875, re-
ceived sanction for supply-
ing 118 locomotives with
Cin Catchers. And in G.O.
No 3418 of 1st December 1875,
the Government declined
to listen to complaints of
Cattle trespass till the
effect of Cin catchers should
have been fairly tried.

It appears that these
machines are still in course
of construction, and the ex-
planation of the delay af-
forded by the Consulting
Engineer in his letter No.
83, dated 11 February 1876,
cannot be regarded as
satisfactory.

The first of these
Cin catchers
has been the first of these
Cin catchers
has been the first of these
Cin catchers

His Grace the Governor
at the Council is of opinion
that from its commence-
ment, the subject has
been treated with great
up dilatoriness ~~on the part~~
by the Railway Authorities,
amounting to passive re-
all distance on their part of
On the Orders of the Government,
and of the Government of
Sep India.

was Mr Col: Shans Stenach
then will now call their attention
on a peremptory to the subject
and will report at once
the what action was really
taken on the sanction of
G.O. No. 2528 of 5th September
of 1874; and at what time
that the full number of 118 cowcatchers,
sanctioned in August
July 1875, are likely to be in

orders have been
carried out

MM

MM

active use.

lmm

Sept 1875

Carriage for the
Dis 72: 9. 3. 7

1870
 GOVT. OF MADRAS
 PUBLIC WORKS.

The Engineer
 J. P. P.

Dated
 To
 By
 No. 552

No.

Construction of the
Madras Railway
 The line is to be
 constructed from
 to the station.

535 536

1870-71