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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	865-66(Ry)	Press
B.P. No.		Mis.

Dated

3-4-

1876

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
3rd April 1876

No. 21. All other stations following letter from Lieutenant-Colonel J. H. M. SHAW-
of the points P. O., Consulting Engineer for Railways, to Major General
W. WALKER, R. E., Secretary to Government, Public Works Depart-
ment, dated Madras, 27th March 1876, No. 156.

In accordance with the instructions conveyed in the Order of Government, dated the

No. 262, 1st March 1876.
1,418, 1st " "

24th January 1876, No. 210, I have the
honor to lay before His Grace the Governor
in Council letters from the Agents of the

Madras and the South Indian Railway Companies regarding the arrangements
made upon the occasion of the journey of His Royal Highness the Prince of Wales.

2. The Government are aware that a great amount of additional work and
responsibility was thrown upon the Railway officials in this Presidency in consequence
of the uncertainty which, up to the very last, attended the movements of His Royal
Highness.

3. The original programme was that the Prince should land at Beypore, and
proceed thence by rail to Pothanore, and afterwards to Mettapolliem: from Metta-
polliem to Bangalore, and from Bangalore to Madras. After leaving Madras His Royal
Highness was to travel by the Madras Railway as far as Erode, and thence by the
South Indian Railway to Trichinopoly, Madura, and Tuticorin, where he was to
embark for Colombo.

4. As is well known, this programme had to be abandoned at the very last;
and it was then proposed that the Prince should land at Tuticorin after visiting
Ceylon, and journey to Madras by way of Madura, Trichinopoly, and Erode.

5. It was afterwards determined to abandon the land journey altogether, as it
was thought that His Royal Highness would travel by sea from Ceylon to Madras,
and accordingly all preparations were countermanded.

6. Upon the 4th December it was finally decided that His Royal Highness
would land at Tuticorin, and proceed thence by rail to Madras, by way of Madura,
Trichinopoly, and Erode. The preparations which had been abandoned were at once
resumed; but the date of the Prince's arrival at Tuticorin was only known upon the
8th, two days before he came.

7. His Royal Highness landed at Tuticorin upon the morning of the 10th
December, and the Royal train left the Tuticorin station at 10-10 A.M., and arrived at
Madura at 5-15 P.M., after halting 25 minutes at Maniachee for the presentation of an
address, and 70 minutes at Covilputty for refreshments. Including the minor halts,
the journey of 99 miles was performed in 5½ hours, at the rate of 18 miles an hour.
This part of the line was not opened to the public until after His Royal Highness has
passed over it.

8. Upon the 11th December His Royal Highness breakfasted at the Madura
Railway station, and the Royal train started at 9-45 A.M., and reached Trichinopoly
at 2-15 P.M.; the journey of 96 miles being performed in 4½ hours, including all
stoppages, at the rate of 21 miles per hour.

9. Upon the 12th December the Royal train left Trichinopoly at 4-20 P.M.,
being 20 minutes late. There was some delay at Caroor in lighting the carriage lamps,

*Proceedings of the Madras Government, Public Works Department,
3rd April 1876.*

which must be ascribed to the fact that there is no night service on the South Indian Railway, and that the station staff have there are had little of roof lamps. The train reached Erode at 8.20 p.m.; the journey of 14 miles having been performed in four hours, at the rate of 23 miles per hour. There is a discrepancy between the two enclosed letters regarding the arrival at Erode: the Agent of the South Indian Railway states that the Royal train was handed over to the Madras Railway Company at Erode; the Agent of the Madras Railway states that it was late in arrival. The one given above was taken by myself.

10. His Royal Highness dined at Erode, and the Royal train started for Madras at 9.50 p.m., being 50 minutes behind time. The delay is ascribed by the Agent partly to the late arrival of the train from Trichinopoly, and partly to the fact that an extra carriage had to be fitted with the electrical apparatus and attached to the Royal train for the conveyance of some Government servants regarding whom no advice had been given. The Agent further explains that considerable delay was caused by the axles of two of the double saloon carriages becoming heated. After ineffectual attempts to cool the axles, the carriages in question were detached; and the Royal train arrived at Madras at 7.55 a.m. upon the 13th, 85 minutes behind time. Including stoppages, the journey of 243 miles was performed at the rate of 24 miles an hour.

11. Between Tuticorin and Madura, the baggage belonging to His Royal Highness and Suite was conveyed in a train which followed the Royal train. The engine of the second train unfortunately broke down, and the baggage was late in reaching Madura. From Madura to Trichinopoly, and thence to Madras, the baggage train was sent in advance of the Royal train.

12. In spite of the disappointments and delays enumerated above, I am of opinion that, taking all circumstances into consideration, the service was performed in a satisfactory manner. Every official connected with the Railways in this Presidency did his utmost to insure success; and if success was not in every respect achieved, it must be borne in mind that some of the conditions could not be easily controlled. The most serious disappointment was the delay in the Prince's arrival at Madras on the morning of the 13th December, and this delay was the cause of very great mortification and regret to every one concerned.

13. The orders issued by the Engineering and Traffic Departments of the Madras Railway upon the occasion of His Royal Highness' journey are submitted by the Agent. The corresponding orders issued upon the South Indian Railway have not been forwarded by the Agent, but they were in every respect similar to those issued upon the Madras Railway.

From R. D. LWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 15th March 1876, No. 262.

In reply to your letter of the 28th ultimo, No. 247, I have the honor to inform you that the following orders were issued in the Chief Engineer's Department in anticipation of the journey of His Royal Highness the Prince of Wales from Erode to Madras on the 12th December last:—

1st.—Engineers were ordered to make a careful inspection of the permanent-way and bridges on their divisions, and

*Proceedings of the Madras Government, Public Works Department,
3rd April 1876.*

2. All other stations along the line were provided with locking apparatus, and that the locking of the points was in proper working order.

3rd.—In addition to the ordinary Line Watchmen the Gang Watchmen and Gang Coolies were supplied with flags, and, when necessary, with signal lanterns, and so posted as to be within signalling distance of each other.

4th.—Watchmen were stationed at all occupied stations on the 12th and 13th January 1876, and were ordered to lock them two hours before the Royal train was expected, and to keep them locked until the train had passed.

5th.—Resident Engineers were ordered to travel over their several divisions on the Pilot Engine which was run 15 minutes in advance of the Royal train.

6th.—The Royal train was fitted with Mr. Walker's electrical apparatus for intercommunication between passengers, guards, and drivers.

2. In the Locomotive Department the engines and vehicles which were used on the Royal train were specially overhauled and examined and were all repainted and decorated.

3. In the Traffic Department the enclosed Circular of Instructions was issued for the working of the Royal train, which consisted of two saloons for His Royal Highness the Prince of Wales, six double saloons, two second class, one third class, and two brake-vans, or thirteen vehicles in all. During the journey two of the double saloons were detached in consequence of hot axles and one composite carriage was substituted, so that the train on its arrival consisted of twelve vehicles only.

4. Three separate dinners were provided by the Company at Erode; for the Prince and Suite twenty-eight covers, for the upper servants twelve covers, and for other servants twelve covers; and early tea for the whole party was provided by the Company at Perambore.

5. The train was timed to leave Erode at 9 p.m. on the 12th of December and to arrive at Madras at 6.30 a.m., the following day. Owing, however, to a late arrival of the South Indian Railway Company's train at Erode, and to an extra carriage having to be attached there for the conveyance to Madras of some servants for whom provision had not been previously made, it did not leave until 9.50 p.m., or 50 minutes late. Considerable further delay was occasioned on the journey by the necessity for cooling the axles of, and ultimately shunting off, at Mulla-pooram and Vellore respectively, the two double saloon carriages mentioned above, and in consequence the train did not arrive at the Royapooram Terminus until 7.55 a.m., or 85 minutes late.

6. With regard to the question whether the service was performed satisfactorily or not by all departments, there are two points upon which some comment is necessary, namely, the delay in starting from Erode, and the running hot of the axle boxes of the two saloon carriages. It is necessary to explain with reference to the first that when the order was given to attach the extra 3rd-class carriage mentioned, the electrical apparatus had to be fitted on to it so as to make the communication complete throughout the train, and this of course occupied considerably more time than would be required to attach an additional carriage to a train under ordinary circumstances.

7. It should also be explained with reference to the axles that heated, that the two saloon carriages were nearly new, having been turned out of the Perambore Workshop a short time previously. They were fitted with "Bentley's patent axle boxes," which had been received from England with a high character, and were run several trial trips, during which they showed no signs of running hot; and that they should have done so when attached to the Royal train, I can only regard as a misfortune which no care or foresight could have prevented.

8. Owing to the excellent state of the road and to the extraordinary precautions which had been adopted, we were able with perfect safety to make up on the road a good deal of the lost time, and, under all the circumstances, I am unable to attach blame to any one for the late arrival of the train at Madras—a result which was the cause of great sorrow and disappointment to every officer of the Company concerned.

Proceedings of the Madras Government, Public Works Department,
3rd April 1876.

MADRAS, 9th Dec. 1875.

TRAFFIC MANAGER'S OFFICE

REGULAR No. 1,189.

VISIT OF HIS ROYAL HIGHNESS THE PRINCE OF WALES

According to present arrangements His ROYAL HIGHNESS THE PRINCE OF WALES will leave Erode for Madras by Royal Express Train at 9 P.M. on Sunday the 12th instant.

DISTINGUISHING SIGNALS.

The Royal train will carry the following distinguishing Signals:—

On the Engine.

Two RED Buffer Lights and one WHITE Head Light *by night*, and Flags *by day*.

On the Rear Brake Van.

Two RED Lights below and one WHITE Light above *by night*, and two RED Flags *by day*.

TELEGRAPH.

All Telegraph communication on the NEEDLE circuits, except such as intimates danger on the Line or Messages addressed to, or forwarded by, His ROYAL HIGHNESS' suite will be suspended on Sunday night the 12th instant and Monday morning the 13th instant as follows:—

Between Pothanoor and Salem from 8-30 P.M. until the Royal train has passed the circuit.

Between Salem and Jollarett from 10 P.M. until the Royal train has passed the circuit.

Between Jollarett and Vellore from 1 A.M. until the Royal train has passed the circuit.

Between Vellore and Trivellore from 2-30 A.M. until the Royal train has passed the circuit.

Between Trivellore and Madras from 5 A.M. until the Royal train has passed the circuit.

The last station on each circuit will report first to Divisional Head-quarters, and then to all stations west of it, that the Royal train has passed.

GATES.

Gates of all kinds will be closed and locked on Sunday night the 12th instant and Monday morning the 13th instant as follows:—

Between Erode and Salem from 8-30 P.M. until the Royal train has passed.

Between Salem and Mullapuram from 9-30 P.M. until the Royal train has passed.

Between Mullapuram and Jollarett from 11 P.M. until the Royal train has passed.

Between Jollarett and Vellore, with the exception of the Chittoor gate at the Vellore station, from 1 A.M. until the Royal train has passed.

The Chittoor gate will be closed and locked when the Royal train is due to leave Gooriatum Station—on 3 A.M.

Between Vellore and Arconum from 3 A.M. until the Royal train has passed.

Between Arconum and Perambore (exclusive of Perambore Station gate) from 4 A.M. until the Royal train has passed.

Between Perambore and Royapooram from 6 A.M. until the Royal train has passed.

POINTS.

The Royal train will stop for water at Sunnyside, Salem, Mullapuram, Morapoor, Jollarett, Vellore, Arconum, and Perambore, and at these stations all points leading to the platform will be locked for the platform line, and the point handles held firmly by the Pointsman.

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3rd April 1876.

charge. At all other stations, all FACING and FOLLOWING Points on the main line must be locked. The locking of the points must be performed under the supervision of the Station Master at least 50 minutes before the Royal train is due, and the leys will be kept in the possession of the Station Master. In addition to this precaution each point so locked must be held by a Pointsman.

VEHICLES STANDING AT STATIONS.

The particular attention of Station Masters is directed to the Working Time-table for securing vehicles.

H. E. CHURCH,
Traffic Manager.

From W. S. BETTS, Esq., Agent of the Great South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 24th March 1876, No. 1,418.

Your letter, No. 189, of the 28th ultimo. In consequence of the uncertainty which prevailed regarding the movements of His Royal Highness the Prince of Wales, and the doubt which existed as to his landing at Tuticorin at all, the arrangements which were being made by this Company for the conveyance of the Prince thence to Erode were, on the 2nd of December last, discontinued.

2. Orders were subsequently issued to resume the work of preparation upon the assumption that the Tuticorin route would be adopted, but it was not until the 8th idem that I received an intimation that the Prince would land on the morning of the 10th idem and proceed that day as far as Madura. No hour was named, and no time-bills for the running of the train could be prepared. The several heads of departments travelled with the Royal train to arrange for its progress as occasion required, and it was preceded by a pilot engine to clear the line.

3. The baggage was conveyed in a separate train. From Tuticorin to Madura it followed the Princes' train, but was late in arrival at the latter station in consequence of the break down of the engine which started from Tuticorin and which necessitated the substitution of another. From Madura to Trichinopoly and thence to Erode, the baggage train was sent in advance of the Royal train.

4. On the 10th of December the train left Tuticorin at 10-10 A.M., and after a stoppage of 25 minutes at Maniachee junction to allow of the presentation of an Address, and of 70 minutes at Covilputty for refreshments, it arrived at Madura at 5-15 P.M.

5. The following day the train left Madura at 9-45 A.M., and it reached Trichinopoly at 2-15 P.M.

6. On the 12th idem the train was appointed to leave Trichinopoly at 4 P.M., and to arrive at Erode at 8 P.M.; it was ready to start at the former hour, but in consequence of the late arrivals of some of the suite at the station, it did not leave Trichinopoly until 4-20 P.M.; it was, however, handed over to the Madras Railway Company at the Erode junction at 8 P.M.

7. The portion of the line between Tuticorin and Madura had not been opened for public traffic when the Prince passed over it, and special labor had to be placed on this section in order to get it ready for the passage of the Royal train. The three saloon carriages which were used by His Royal Highness had to be constructed in the Negapatam Workshops upon a short notice, as our indent upon the Board of Directors for the supply of suitable carriages from England did not receive sanction in the India Office. The train was fitted with Mr. Winter's system of electric communication between passenger and guard, and this was successfully used between Ammaianaikanur and Dindigul.

8. Taking into consideration the complete state of a portion of the line, and the limited time in which arrangements had to be made, I consider the trip to have been fairly well performed.

Proceedings of the Madras Government, Public Works Department,
3rd April 1876.

and I understood His Royal Highness, when I took leave of him at Ede, to express himself satisfied therewith. Of this I am certain one and all would wish to ensure the success of the journey.

9. I have not yet received the report of the Chief Engineer as to the steps taken in his department, but as you have telegraphed for a reply to your letter, I will not delay my answer longer.

No. 22. ORDER THREON, 3rd April 1876, No. 865.

RAILWAY No. 7.

ORDERED that the papers be forwarded to the Government of India.

2. His Grace the Governor in Council feels assured that every thing in the power of the Railway officials and of the Consulting Engineer and his Staff was done to render the train service as satisfactory as possible, and that the result has been fairly successful.

(True Extract.)

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

No. 23. (DOCKET, No. 866, dated 3rd April 1876.)

Copy of the above forwarded to the Government of India with reference to their letter, No. 462 R., dated 17th February 1876.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

No. 156

From

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

Consulting Engineer for Railways,

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

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In accordance with the instructions conveyed in the Order of Government dated the 24 February 1876, No. 210, I have the honour to lay before his Grace the Governor in Council letters from the Agents of the Madras and the South Indian Railway Companies regarding the arrangements made upon the occasion of the journey of His Royal Highness the

No 262
15 March: 76.

No 1418
24 March: 76.

the Prince of Wales.

2. The Government are aware that a great amount of additional work and responsibility was thrown upon the Railway Officials in this Presidency in consequence of the uncertainty which, up to the very last, attended the movements of His Royal Highness. The original programme was that the Prince should land at Ruyper, and proceed thence by rail to Pothanore, and afterwards to Mettapolliem: from Mettapolliem to Bangalore, and from Bangalore to Madras. After

After leaving Madras His Royal Highness was to travel by the Madras Railway as far as Erode, and thence by the South Indian Railway to Trichinopoly, Madurai, and Tuticorin, where he was to embark for Colombo.

4. As is well known, this programme had to be abandoned at the very last, and it was then proposed that the Prince should land at Tuticorin after visiting Ceylon, and journey to Madras by way of Madurai, Trichinopoly, and Erode.

5. It was afterwards determined

... determined to abandon the land journey altogether, as it was thought that His Royal Highness would travel by sea from Ceylon to Madras, and accordingly all preparations were countermanded.

6. Upon the 4th December it was finally decided that His Royal Highness would land at Tuticorin, and proceed thence by rail to Madras, by way of Madura, Trichinopoly, and Erode. The preparations which had been abandoned were at once resumed; but the date of the Prince's

arrival

13
arrival at Tuticorin was only known upon the 8th, two days before he came. His Royal Highness landed at Tuticorin upon the morning of the 10th December, and the Royal train left the Tuticorin station at 10.10 a.m., and arrived at Madura at 5.15 p.m., after halting 25 minutes at Maniachee for the presentation of an address, and 40 minutes at Coilputty for refreshments. Including the minor halts, the journey of 99 miles was performed in 5½ hours, at the rate of 18 miles an hour. This part of the line was not opened to the

public

public until after His Royal
Highness has passed over it.

8. Upon the 11th December
His Royal Highness breakfasted
at the Madras Railway Station,
and the Royal train started at
9.45 a.m. and reached Lichinopoly
at 2.15 p.m.; the journey of 96
miles being performed in 4½ hours,
including all stoppages, at the
rate of 21 miles per hour.

9. Upon the 12th December
the Royal train left Lichinopoly
at 4.20 p.m., being 20 minutes late.
There was some delay at Barror
in lighting the carriage lamps,
which

15
which must be ascribed to the
fact that there is no night service
on the South Indian Railway, and
that the station staff have
therefore had little or no handling
of roof lamps. The train reached
Erode at 8.20 p.m.; the journey of
91 miles having been performed in
4 hours, at the rate of 23 miles per
hour. There is a discrepancy be-
tween the two enclosed letters
regarding the arrival at Erode: the
agent of the South Indian Railway
states that the Royal train was
handed over to the Madras
Railway Company at 8 p.m.,
whereas

whereas the Agent of the Madras
Railway states that it was late
in arrival. The time given above
was taken by myself.

10. His Royal Highness
dined at Gode, and the Royal
train started for Madras at 9.50 p.m.,
being 50 minutes behind time.

The delay is ascribed by the
Agent partly to the late arrival
of the train from Lucknow, and
partly to the fact that an extra
carriage had to be fitted with
the electrical apparatus and
attached to the Royal train for
the

the emergency of some Government
servants regarding whom no advice
had been given. The Agent

further explains that considerable
delay was caused by the ashes of
two of the double saloon carriages
becoming heated. After ineffectual
attempts to cool the ashes, the car-
riages in question were detached,
and the Royal train arrived at
Madras at 7.55 a.m. upon the 13th,
85 minutes behind time. Includ-

ing stoppages, the journey of 243
miles was performed at the rate
of 24 miles an hour.

11. Between Lucknow
and

and Madras, the baggage be-
longing to His Royal Highness
and Suite was conveyed in a
train which followed the Royal
train. The engine of the second
train unfortunately broke down,
and the baggage was late in
reaching Madras. From Madras
to Trichinopoly, and thence to
Madras, the baggage train
was sent in advance of the Royal
train.

12. In spite of the
disappointments and delays -
enumerated above, I am of
opinion

19. 6
opinion that, taking all circum-
stances into consideration, the
service was performed in a satis-
factory manner. Every official
connected with the railways in
this Presidency did his utmost
to insure success; and if success
was not in every respect achieved,
it must be borne in mind -
that some of the conditions
could not be easily controlled.
The most serious disappointment
was the delay in the Prince's
arrival at Madras on the morn-
ing of the 13th December, and
this delay was the cause of very
great.

great mortification and regret to
every one concerned.

The orders issued
by the Engineering and Traffic
Departments of the Madras Rail-
way upon the occasion of His
Royal Highness's journey are
submitted by the Agent. The
corresponding orders issued upon
the South Indian Railway
have not been forwarded by
the Agent, but they were in
every respect similar to those
issued upon the Madras

Railway

Railway.

I have the honour to
Sir

Subscribed Servt.
Miantrout Lt. Col. R.
General Engineer for Railway

16. 12. 1890

8744 Feb 17/76 No. 210
- 23rd March 1876
Ch. 2273.

MADRAS RAILWAY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, 9th December, 1875.

CIRCULAR NO. 1189.

Visit of His Royal Highness the Prince of Wales.

According to present arrangements His Royal Highness The Prince of Wales will leave Erode for Madras by Royal Express Train at 9 P. M. on Sunday the 12th instant.

DISTINGUISHING SIGNALS.

The Royal Train will carry the following distinguishing Signals.

On the Engine.

2 Red Buffer Lights and 1 White Head Light by night, and Flags by day.

On the Rear Brake Van.

2 Red Lights below and 1 White Light above by night, and 2 Red Flags by day.

TELEGRAPH.

All Telegraph communication on the Needle circuits, except such as intimates Danger on the Line or Messages addressed to or forwarded by H. R. H.'s suite will be suspended on Sunday Night the 12th instant and Monday Morning the 13th instant as follows:—

Between Pothanoor and Salem from 8-30 P. M. until the Royal Train has passed the circuit.

Between Salem and Jollarett from 10 P. M. until the Royal Train has passed the circuit.

Between Jollarett and Vellore from 1-0 A. M. until the Royal Train has passed the circuit.

Between Vellore and Trivellore from 2-30 A. M. until the Royal Train has passed the circuit.

Between Trivellore and Madras from 5 A. M. until the Royal Train has passed the circuit.

The last Station on each circuit will report, first to Divisional Head-Quarters, and then to all Stations West of it, that the Royal Train has passed.

GATES.

Gates of all kinds will be closed and locked on Sunday Night the 12th instant and Monday Morning the 13th instant as follows:—

Between Erode and Salem from 8-30 P. M. until the Royal Train has passed.

Between Salem and Mullapuram from 9-30 P. M. until the Royal Train has passed.

Between Mullapuram and Jollarett from 11 P. M. until the Royal Train has passed.

Between Jollarett and Vellore, with the exception of the Chittoor Gate at the Vellore Station, from 1-0 A. M. until the Royal Train has passed.

The Chittoor Gate will be closed and locked when the Royal Train is due to leave Gooriatum Station—say 3-0 A. M.

Between Vellore and Arconum from 3-0 A. M. until the Royal Train has passed.

Between Arconum and Perambore (exclusive of Perambore Station Gate) from 4-0 A. M. until the Royal Train has passed.

Between Perambore and Royapooram from 6-0 A. M. until the Royal Train has passed.

POINTS.

The Royal Train will stop for water at Sunkerydroog, Salem, Mullapuram, Morapoor, Jollarett, Vellore, Arconum and Perambore, and at these Stations all Points leading to the Platform must be locked for the Platform line, and the Point handles held firmly by the Pointsman in charge. At all other Stations, all facing and following Points on the Main Line must be locked. The locking of the Points must be performed under the supervision of the Station Master at least 30 Minutes before the Royal Train is due, and the keys will be kept in the possession of the Station Master. In addition to this precaution each Point so locked must be held by a Pointsman.

VEHICLES STANDING AT STATIONS.

The particular attention of Station Masters is directed to the Rules, printed at Pages 96, 97 of the Working Time Table for securing Vehicles.

H. E. CHURCH,
Traffic Manager.

Received Copy of Circular No. 1189 (Subject)—Visit of H. R. H. the Prince of Wales.

Station. Signature.

1876 Dec 16
Ch. 2273
To The Secretary to Government,
P. W. Department,
Fort Saint George.
From The Consulting Engineer
for Railways,
Ch. 2273
Dated 27th March 1876
Recd.
No. 1556
Encl. 3
Submitted by Letter
from the Secretary to Government
and P. W. Department
Respecting the
arrangement to make
upon the main line
the following of the
P. W. Department
on the 16th Dec 1875
Ch. 2273-16

No. 262

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 15th March 1876.

From

R. P. Elwin Esq.

Agent and Manager. M. R. Co.

To

Mr. J. H. Stewart, R.E.

Consulting Engineer for Railways.

Sir,

In reply to your letter of the 28th inst., at 217, I have the honour to inform you that the following orders were issued in the Chief Engineer's Department in anticipation of the journey of His Royal Highness the Prince of Wales from Cochin to Madras in December last.

- 1st Engineers were ordered to make a careful inspection of the permanent way and bridges on their Divisions and
- 2^d To see that all facing points were provided with locking apparatus and that the apparatus was in proper working order.
- 3^d In addition to the ordinary Line Watchmen the Gang Masters and Gang Coolies were supplied with flags, and when necessary, with signal lanterns, and so posted at intervals within signalling distances of each other.

4th Watchmen were stationed at all occupation gates with instructions to lock them two hours before the Royal train was expected, and to keep them locked until the train had passed.

5th Resident Engineers were ordered to travel over their several divisions on the Pilot Engine which was run 15 minutes in advance of the Royal train.

6th The Royal train was fitted with Mr. Winter's electrical apparatus for inter-communication between passengers, Guards and Drivers.

2. In the Locomotive Department the Engines and Vehicles which were used on the Royal train were specially overhauled and examined and were all repainted and decorated.

3. In the Traffic Department the enclosed Circular of Instructions was issued for the working of the Royal train, which consisted of two Saloons for His Royal Highness the Prince of Wales, six double Saloons, two second class, one third class and two Brake vans, or thirteen vehicles in all. During the journey two of the double Saloons were detached in consequence of hot axles and one composite carriage was substituted, so that the train on its arrival consisted of twelve vehicles only.

4. Three separate Dinners were provided

29 10

by the Company at Coade; for the Prince and suite 28 covers - for the upper servants 12 covers - and for other servants 12 covers; and early tea for the whole party was provided by the Company at Perambore.

5. The train was timed to leave Coade at 9.0 P.M. on the 12th of December and to arrive at Madras at 6.30 A.M. the following day. Owing however to a late arrival of the South Indian Railway Company's train at Coade and to an extra carriage having to be attached therefore the conveyance to Madras of some servants for whom provision had not been previously made, it did not leave until 9.50 P.M., or 50 minutes late. Considerable further delay was occasioned on the journey by the necessity for cooling the axles of, and ultimately shunting off, at Mullaipooram and Vellore respectively, the two double saloon carriages mentioned above - and in consequence the train did not arrive at the Royapooram Terminus until 7.50 A.M. or 85 minutes late.

6. With regard to the question whether the service was performed satisfactorily or not, by all Departments, there are two points upon which some comments necessary, namely, the delay in starting from Coade, and the running hot of the axle boxes

of the two Saloon Carriages. It is necessary
to explain with reference to the first that
when the order was given to attach the extra
3rd class carriage mentioned, the electrical
apparatus had to be fitted on to it so as to
make the communication complete through-
out the train, and this of course occupied
considerably more time than would be required
to attach an additional carriage to a train
under ordinary circumstances.

7. It should also be explained with
reference to the axle that broke, that the
two Saloon Carriages were nearly new, having
been turned out of the Penambone Workshops
a short time previously. They were fitted
with "Bentley's patent axle boxes", which
had been received from England with a
high character, and were run several trial
trips, during which they showed no signs
of running hot, and that they should have
done so when attached to the Royal train
I can only regard as a misfortune which
no care or foresight could have prevented.

8. Owing to the excellent state of the
road and to the extraordinary precautions
which had been adopted, we were able with
perfect safety to make up on the road a good
deal of the lost time, and under all the
circumstances I am unable to attach blame

to any one for the late arrival of the train
at Madras, a result which was the cause
of great sorrow and disappointment to every
Officer of the Company concerned.

I have the honour to be,
Sir,
your most obedient Servant.

W. J. Howe

Agent and Manager.

the MADRAS GOVERNMENT.

UNDER date the 3^d April/76.

READ the following:—

(A.C. No. 156 of 24 March/76.)

Ordered that the papers be forwarded to the Government of India.

2. His Grace the Governor in Council feels assured that every thing in the power of the Railway officials and of the Consulting Engineer and his Staff was done to render the train service as satisfactory as possible, and that

OW 2258/16

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date 13th March 1876
Recd. 16th March 1876

No. 262.

Transmitting details of the accounts made on the Madras Railway on the occasion of the journey of the Royal Highness the Prince of Wales.

Ph 3 April 76 OW 21

the result has been fairly
successful.

H. E. No 880 dated 30 April 76

Copy of the above
forwarded to the Govern-
ment of India with
reference to their letter
No 462 P. dated 17

February 1876.

mm

21/3

Drpd - 4 - April 76
SC drpd 5 - April 76

The Long Leugo for Drpd
Drpd. 5 - 4 - 76

Serial A-29-3-76

2266
Govt. of Madras.

PUBLIC WORKS.

To

Mr. J. J. J. J. J.
2451

Date

Issued

Recd

Encl

G. O. 3 Apr 1876, No.

8657
866

Nos. 21-22

23 May
H. J. J. J. J.
1/4

Arrangements made on
the Railways of Madras
on the occasion of
the journey of H. H. The
Prince of Wales
Public orders on letter
from Com. Secy for P. W. Secy.
Submitting reports of the Agents
Amend The