M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1440/41 (Ry) Press Mis.

Dated 26-4- 1877.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
26th April 1877. *No.* 1,440.

No. 642. Read the following letter from the Consulting Engineer for Railways, dated 5th April 1877, No. 210:—

No. 643. ORDER THEREON, 26th April 1877, No. 1,440.

RAILWAY, No. 82.

ORDERED that the following reply be sent.

(Here enter No. 1,441, dated 26th April 1877.)

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. E. C. Shunker.

Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 26*th April* 1877.

No. 644.

No. 1,441.

FROM

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department, Railway Branch,

To

C. BERNARD, ESQ., C.S.I.,
Secretary to Sir RICHARD TEMPLE.

RAILWAY, No. 83.

SIR,—I am directed to acknowledge the receipt of Sir Richard Temple's Minute dated the 14th March 1877, transmitted with covering letter No. 145, dated Sholapoor, 17th idem, and received here on the 19th. I am to state that the recommendation contained in it had been anticipated by a telegram despatched by this Government to Sir Andrew Clarke on the 13th ultimo, in which the loan of six powerful goods engines was urged.

I have the honor to be,
Sir,
Your most obedient servant,

Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. E. C. Shunker.
Spare Copies

5

No. 1182. R

GOVERNMENT OF INDIA.

All communications should be addressed to the Secretary.

PUBLIC WORKS DEPARTMENT.

Railway

Simla, 23rd April 1877

Copy of the following Telegram forwarded to the Govt of Madras, Public Works Dept (Railway) with reference to Telegram of 20th April.-

By Order &c.

M Cumming
Under Secretary

From Simla } To Calcutta
From Works } Consulting Engineer

Dd 23rd April 1877.

My 1023 March 31st - South Indian cannot spare a man to take delivery of 4 Engines at Jubbulpore. If possible East Indian should deliver at Raichore. Wire Reply. -

A. D.
1877
P.W.D.
30APR77
C
No.

From
The Government of Madras
Dated 28th April 1877
No. 1182 R.

Madras 13th March 1877.

From.
Lieut. I. H. M. Shaw Stewart R.E.
Joint Secretary to Government
Madras.

To
Sir A. Clarke.
Calcutta.

Estimated stock in Madras One hundred thousand tons × Local consumption three hundred daily, probably equal quantity leaves daily by road canal and South Indian × Daily average despatched by Madras Railway during three months, nine hundred and thirty tons, which will be increased to thirteen hundred tons × Equal quantities now sent to both lines, but South West demand increasing × Twelve trains now running between Madras and Arconum no increase until

until line is doubled x Powerful goods engines much required. Six would be most valuable. Eight engines of comparatively little assistance x If Northern supply continues, and Nagapatam replaces Beypore ab. moneom, and Mysore demand does not increase, thirteen hundred tons from Madras, probably sufficient for country stations are not disturbed.

9

No. 145.

From

C. E. BERNARD, Esq., C.S.I.,
Secretary to Sir Richard Temple,

To

J. H. GARSTIN, Esq.,
Additional Secretary to Government,
Madras,

Dated SHOLAPUR, 17*th March*, 1877.

Sir,

By direction of Sir Richard Temple, I have the honor to forward copy of a Minute recorded by him, recommending the necessity of borrowing six of the most powerful Goods' engines, and placing them at the disposal of the Madras Railway Company. Captain Bisset's Memorandum, referred to in the Minute, is also submitted.

I have the honor to be,
Sir,
Your most obedient Servant,
C. BERNARD,
Secretary to Sir Richard Temple.

Minute by Sir Richard Temple, dated Madras, 14th March, 1877.

The amount of sea-borne grain remaining in Madras is so great, and the existence of large surplus stocks of food-grains in the Berars and in Hindustan is so well known, that no anxiety exists about the sufficiency of the distant markets to provide the necessary supplies.

2. But while well-founded hopes exist that with an absolutely regular traffic the necessary amount of food may be carried to the people, it cannot be forgotten that both from variations in prices and from irregularities or mishaps on the Railways themselves, this perfect regularity cannot be attained.

3. To provide against these irregularities, a reserve of power is absolutely necessary. And on the Madras Railway the condition of much of the engine stock is doubtful, and the number of engines, particularly of Goods' engines, is small, so that even after receipt of the 18 borrowed engines, there is no such reserve of power.

4. The accompanying Memorandum by Captain Bisset, which has been prepared under my instructions, embodies the result of his enquiries into the present state of the engine stock of the Madras Railway, and into the amounts of grain which these engines, with 18 already borrowed, can carry from all sources into the distressed districts.

5. A consideration of the facts and opinions recorded in this Memorandum leads me to recommend earnestly that arrangements be made by the Government of India for borrowing and placing at the disposal of the Madras Railway Company six of the most powerful Goods' engines which can be found in India.

6. Since recording the above remarks, I have had the advantage of discussing the question of Railway carriage with His Grace the Governor of Madras, and of ascertaining that the foregoing recommendation meets the views which His Grace had already taken of the future requirements of the Madras Railway.

RICHARD TEMPLE.

Memorandum on the present state of the Engine Stock of the Madras Railway, dated Madras, 13th March, 1877.

I have to-day learnt from the Consulting Engineer for Railways the following about the engine-drivers and engines of the Madras Railway.

2. Ten engine-drivers have been engaged in England, and are expected to reach Madras by the 29th March. Thirty-four engines now running are expected to require repairs during the year; of these eleven must be taken off work in the course of the month of March, and the others at intervals which cannot be specified.

3. Of the engines now undergoing repairs, seven will be sent out in March, one in April, and two or three in the following month; of these to be sent out in March, one is a shunting engine.

4. Twelve of the borrowed engines have arrived, and are probably now at work, but the six engines got from the E. I. Railway Company are old, and are expected to need frequent repairs.

5. Colonel Shaw Stewart believes that an application has been made on behalf of the G. I. P. Railway for the use of the six S. R. engines, which have yet to be received from Bombay.

6. On these points I would submit the following observations:—

There is already a clear gain of about seven engines, and it may reasonably be expected that, when the remaining six engines arrive, the clear gain will remain at from ten to twelve engines.

7. As far as engine-power is concerned, the estimate submitted with my note of the 7th March, can be worked up to almost at once, and certainly after the arrival of the engine drivers on the 29th March.

Statement showing in parallel columns the present working (week ending 3rd March) and that which is possible with the additional engines.

Despatched from		Present Number of Wagons a day.	Probable Number of Wagons a day.
Madras ...	to N. W. Line	73	90
	to S. W. Line	68	90
Raichore		104	140
Beypore.....		45	60
Total...		290	380
or Total Tons a day...		2,030	2,660

8. With reference to the supposed proposal to divert the six engines from Madras for the use of the G. I. P. Railway, I have already represented that while the engines of the G. I. P. Railway Company are worked very hard, the work on that Railway is not, as on the Madras Railway, almost entirely grain traffic for the prevention of famine, and that even with these six engines there will be no more than sufficient power to carry the requisite amount of grain, even if the daily supply from all sources uniformly up to the full amount of the estimate.

9. It is true that ten powerful engines have been ordered by the Madras Railway Company from England, but these cannot be expected to be at work here till the end of June at the earliest.

And up to that time, to be really secure against the fluctuations in traffic, which leave trains empty one week and crowd them in the next, it is necessary, in my opinion, to have six powerful Goods' engines, in addition to those already arrived and the six daily expected.

And the explanation of the need for these is as follows :—

The heavy Goods' engines now on the line are nearly all fully occupied on the numerous severe gradients on the North-West and the South-West lines, and on the Bangalore branch. And there are but a few of them left to work the trains on the Madras to Arconum section. It is only in Madras that stocks of grain exist large enough and near enough to the affected districts to meet a sudden demand, and until the line from Madras to Arconum is doubled, (which I cannot consider possible before the 15th of June), it is only by running heavier trains on this section that supplies to the famine country can be largely increased. There is not the same immediate necessity for additional wagon stocks, but if the supplies of grain in through wagons at Raichore are not more fully maintained, it will not improbably be necessary hereafter to borrow wagons also.

W. S. S. BISSET.

13th March, 1877.

F. No. 1618.

Revenue {1877} Department.

From

C. E. BERNARD, Esq., C.S.I.,

Secretary to Sir Richard Temple.

Dated 17th } March, 1877.
Recd. 19th }

4. April. III.

No. 145.

Forwarding copy of a Minute by Sir Richard Temple, recommending the necessity of borrowing six of the most powerful Goods' engines, and placing them at the disposal of the Madras Railway Company.

Lawrence Asylum Press—1877.

4 @ 26 April 77 1882-642

Note.

15

No. 210.

With reference to Sir Richard Temples recommendation that six powerful goods engines should be borrowed by the Government of India and placed at the disposal of this Government, it will be seen from the enclosed telegrams that, in reply to Sir Andrew Clarke's further query, he was urged to supply us with six powerful goods engines

That telegram was sent by Calcutta on the 13th March, while Sir Richard Temple's Minute is dated the 14th

It does not seem necessary to take further action at present, but instructions are

the 4th March 1877
transmitted with
Covering letter No. 148
dated Kholapore 17th
idem, and received
here on the 19th Idem
to state that the re-
commendation con-
tained in it had been
anticipated by a
telegram despatched
by this Government
to Sir Andrew Clarke
on the 13th ultimo,
in which the loan
of Six Pounds
Sterling was
urged.

III.

Cir. G.I. No. 20-4-77

Cir 354

Govt. of {1877} Madras.

PUBLIC WORKS.

To C. Bernard Esqr C.S.I
Secy to Sir Richard Temple

Date

Issued

Rec

Encl.

G. O. 26 April 1877, No. 1140 761

III. Nos. 642-643-644

Goods' Engines for the Madras Railway.— Ordered that Sir Richard Temple be informed that his recommendation for borrowing Six powerful — had been anticipated by a telegram to Sir Andrew Clarke on the 13th ultimo to the same effect

Entd Sir Regr

Acknowledging the receipt of Sir Richard Temple's minute, and stating that the recommendation therein made of borrowing Six powerful Goods' Engines for the Madras Railway had been anticipated by a telegram to Sir Andrew Clarke on the 13th ultimo to the same effect.

Cir 2.4.77 R. 20-4-77