

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 712	(Ry)	Press ~~Mis.~~
Dated	2-3-	1877.

Not to be folded or roughly handled

No. 32. Read the following letter from Major-General M. K. KENNEDY, R.E., Secretary to the Government of Bombay, Public Works Department, (Railway,) to the Joint Secretary to the Government of Madras, Public Works Department, (Railway Branch,) dated Bombay Castle, 6th February 1877, No. 178:—

I AM directed to acknowledge the receipt of your letter No. 306, dated 31st January last, and accompaniments, and to forward, for the information of His Grace the Governor of Madras in Council, extracts from the reports of the Agent and General Traffic Manager, Great Indian Peninsula Railway Company, and copy of a letter No. 151, dated 2nd instant, addressed by the Bombay Government to Sir Richard Temple, together with the Report of the Consulting Engineer for Railways which accompanied it.

2. It will be seen from these papers that the Great Indian Peninsula Railway Company represented that it would be impracticable to limit through booking at their receiving stations and those of the East Indian Railway in the manner suggested by His Grace the Governor of Madras, and that they stated that they would be obliged to adopt the plan which they actually have adopted of receiving and forwarding consignments in such a manner as to cause the least demurrage, working up to a block or nearly so, and then temporarily suspending the booking for Madras stations.

3. In the opinion of the Bombay Government the course adopted by the Great Indian Peninsula Railway Company is, on the whole, the best. The main object is to pour grain into the distressed districts of the Madras Presidency as rapidly as possible, and this object can best be promoted not by checking imports by the Great Indian Peninsula Railway, but by doing all that can be done to induce greater exertion on the part of the Madras Company to forward it from Raichore. The result has been that the Madras Railway Company have been able to increase the number of wagons forwarded from Raichore considerably over 90, the limit proposed, and count on being in a position to forward 150 by the 14th instant. The Great Indian Peninsula Railway Company, while urging the Madras Railway Company to remove wagons from Raichore more rapidly, have restricted the numbers sent into that station to what the Madras Company, using their utmost exertions, could take away daily; and the confidence of consignees of grain to Madras is not likely to be more seriously affected by temporary complete stoppages of through booking than by daily restrictions, which even if not absolutely impracticable would be open to the objections mentioned by Mr. Le Mesurier. The inconvenience of a block of wagons on the Great Indian Peninsula Railway is undoubtedly very great; but it is not of much practical consequence whether wagons are delayed at receiving stations or at intermediate points between those stations and Raichore; under any system of booking and forwarding there must be delays and complaints so long as the Madras Railway cannot carry the traffic tendered for despatch from Raichore.

EXTRACT from letter from Agent, Great Indian Peninsula Railway Company, No. 1,100, dated 27th January 1877.

With reference to the telegrams from Captain Bissett (copies sent with your Office No. 365 of 26th January).

gun

2. Mr. Conder is of opinion that "it is impossible to restrict through booking to any specific number of wagons. The only thing we can legally or in practice do is to take all that is offered, and then when a block comes to stop altogether. If night trains are run from Raichore the block would probably be avoided."

3. The above is Mr. Conder's note on my reference to him, and I must say that after full consideration, and much previous discussion with Mr. Conder, I quite endorse his view. If we had only one or two forwarding stations to deal with, it would be a simple matter to control; but in practice it is not possible to direct, hour by hour, every Station Master on the north-east and Nagpore lines, and also on much of the south-east line, how much grain he is to receive and despatch for Madras. Neither can we receive only at a certain few stations, nor the others, or receive at a certain number of stations to-day, and at certain other stations to-morrow. Any such system would be unequal and unfair, even if it was practicable.

4. The reason of the block at Raichore is not made clear. If the Madras line cannot move more than ninety wagons in twenty-four hours for want of engine-power, then, until such power can be provided, we must, I fear, receive and forward consignments in such a manner as to cause the least demurrage, working up to a block, or nearly so, and then stopping the booking. It will not do to unload the wagons and stack the grain outside of Raichore station limits, and leave there for the Madras Company to reload and remove at their convenience. Mr. Conder is strongly of opinion that by working twenty-four hours a day the Madras Company could forward from Raichore all that we send.

5. Is the Madras Company now working night and day? If not, is it for want of engine-power or staff, and what number of engines or men are needed?

EXTRACT from letter from General Traffic Manager, Great Indian Peninsula Railway Company, to the Agent, No. 346, dated 31st January 1877.

3. You are aware generally of the condition of things with regard to the through traffic on to the Madras Railway. As there has been much discussion about it, and I believe that Sir Richard Temple is writing a minute on the whole subject, it may be well for me to give you, as shortly as possible, the leading facts of the matter.

4. About the month of August last the Madras Company wrote saying that they considered that additional sidings were required at Raichore. The sidings at present there will accommodate more than the ordinary busy season traffic in and out of the station, and I was therefore obliged to say to Mr. Church that I was not able to concur in recommending any additional expenditure upon siding accommodation there. He did nothing more than I know of. I consider the sidings that are there already are more than sufficient for the work that usually has to be done throughout the year.

I find that during April and May of last year we had an average of seventy-seven wagons a-day, in and out of the station, which is not very much less than the December traffic, to which I will refer later on in this report. But it has been arranged within the last ten days for an additional siding to be laid in, and the work is in hand.

5. Everybody knows that for some years past the question of the different gauges adopted on the different Railways has been under consideration.

Some of the erections on the Madras Railway are so constructed that some of our wagons will not pass safely; which of the two may be wrong, viz., whether our wagons are too wide, or their erections encroach on what should have been left clear for the passage of vehicles, need not now be discussed. I merely state the fact.

And this fact made it, of course, necessary to stop such of our wagons at Raichore as could not pass with safety. The question has given rise to a good deal of discussion and correspondence, and recently, viz., on the 5th of the present month, I gave instructions for what are called our new wagons to pass on to the Madras Railway. These with the open wagons will therefore be used in future, as far as it is possible to do so, for through traffic but in cases where

the larger wagons which cannot pass are loaded with through traffic, the loads will still have to be transhipped at Raichore. The number of these will, however, be very small.

6. In the early part of December last it was found that we were booking traffic to Raichore and on to the Madras Railway to a greater extent than it was being cleared away from Raichore. The consequence was that gradually there came to be a block, on our line, of wagons under load for Raichore, and the Madras Railway. Perhaps the letter of the 26th December to the Madras Railway gives, as shortly as I can, the position of the matter as it then stood. Up to that time the Madras Company's answers to all our communications on the subject were that it was want of siding accommodation that had caused the block, and the reply to the letter of the 26th December was to the same effect. That reply came to me by telegram and by letter from Mr. Church and also from Mr. Elwin.

The block increased, however, and as is known, we stopped, for a few days, the booking of traffic beyond Raichore. At the same time we discouraged the booking of traffic for Raichore itself without actually refusing it. The result was that very little, if any, was booked to Raichore, and all that was laying on hand there was what had been booked before the stoppage. I believe that some of that has not even yet been cleared away from Raichore. None of that which was booked through was unloaded and stacked on the ground at Raichore. When the booking was stopped we had nearly a thousand wagons under load for Raichore and for the Madras Railway, and they were receiving at Raichore for that place and through at a rate of an average of less than a hundred a-day.

7. In the letter of the 26th December, and also when I met the Madras Railway representatives on the 16th, I pointed out that so long as they closed the station for twelve hours out of every twenty-four, and did not run trains during the night but practically closed the line also, for twelve out of every twenty four hours, it would be difficult to convince anybody that they were doing as much as might be done. It is evident that, if more trains had been run, and if the unloading had been carried on by night as well as by day, as it had to be at some of our stations, much more work could have been done, and I think that there would never have been any block at all. I pressed upon Mr. Elwin the desirability of making more use of the line by working trains day and night, and by putting on a night staff at Raichore to do such unloading and transhipping as was necessary.

8. This latter Mr. Elwin, by telegram, dated the 10th, had advised me he had given orders to have done, but when we met there on the 16th it had not been carried out, and the night staff did not actually commence work until the evening of Monday the 22nd, that being after a telegram that I had sent on the 20th to Mr. Elwin and Mr. Church.

9. Much has been made of the transhipping and unloading at Raichore. But the number of wagons that have had to be so dealt with was not much larger than it usually is during the busy season, although it has not formerly caused any block. For the whole month of December the average booked through to stations of the Madras Railway was forty-six a day, and of that number the daily average of those that had to be transhipped was only sixteen. And that is a number which should not have caused any difficulty. There were also, in addition to these forty-six wagons, an average of about fifty a-day, under load, with consignments for Raichore itself, which had of course to be unloaded there, making a total to tranship and to unload of sixty-six a-day.

The work of loading and unloading at Raichore is done by a Contractor, who stated to us that he was prepared to do more if more supervising staff were provided by the Madras Company, and that means, as we ascertained, that two more foremen and eight hand-lamps were required, and nothing else, to enable the work to be continued night and day. I offered, before the 10th instant, if it would be any convenience to the Madras Railway to provide these foremen and lamps ourselves, but the offer was not accepted.

10. That which was consigned to Raichore should not have caused any block there, because the owners should have been required to remove it from the station without delay, and if they

did not do that the wharfage charges should have been increased so as to compel them to remove. This is what we have had to do at some places in order to keep the stations clear, and there is no reason to doubt that it would have answered that purpose at Raichore.

11. Mr. Elwin stated, in regard to the engine-power, for the day and night trains, that they were so much pressed upon other parts of the line that they could not put more engines there than the four employed to work on that district. I could, of course, make no answer to that except that they knew better what could be done than others, again pointing out, however, that it seemed likely that if night staff were employed more could be got out of the engine-power that was available; and I reminded Mr. Elwin that this practical closing of the line and the station for half the time, had ended in the serious detention of our wagons at a time when they could not be passed. So far as the complaint respecting the through booking having been stopped is concerned, it will therefore probably be admitted that the explanation I had given is not a bad reason for the step that was taken.

12. With regard to the future, I pointed out to Mr. Elwin that we were ready to recommence the through booking directly we found there was reasonable ground for thinking that the block would not recur. We were about clear of wagons under load for the Madras Railway and for Raichore on the 23rd, and therefore I gave instructions, and that morning, for traffic to be again booked through as freely as it presents itself.

13. When we were at Raichore on the 16th, I heard, for the first time, that it was that we should marshal the trains, that is, separate the through and local wagons.

I do not think that this is a service which should be expected of us, and it is not usual between Companies; but I said, at once, when it was mentioned, that we would do it as far as possible, and orders have been given accordingly.

14. I yesterday received a telegram from Mr. Church, asking me to wire him each day the number of wagons loaded for Madras line stations at each station of this and the East Indian Railway every day. I telegraphed to Mr. Church in reply to the effect, first that it would be impossible to do this (the wire is already overcrowded with messages), and, second, that if it were done it would be of no practical use to the Madras Railway, for it cannot assist them to know that five wagons were loaded to-day, for example, at Nagpur, or six at Jabalpur, or ten at Cawnpur. What they want to know is the number that may be expected daily at Raichore. I therefore said to Mr. Church that I would advise him, by wire, each morning, the number on hand under load for his stations at Shahbad. That is a convenient place for the purpose, because it will include any that may be booked from Hyderabad as well as from all parts of this and the East Indian and Baroda Railways.

15. I am arranging also to let the Madras Company's Manager know the number of trains ordered for Raichore each day, as well as the number of wagons on each train. This information has been always supplied to the Station Master at Raichore, who gets it in the same way as every one else does when the trains are ordered, but it will probably help Mr. Church if his name is also put upon the message, and I have therefore arranged accordingly.

16. I hope that the Madras Company will be requested to ensure the prompt return of our empty wagons, because our ability to keep up the regular supply, and to keep traffic moving, will depend upon that. At present no additional trains are remaining, and we are finding already that we have more under load for Madras stations than they can clear away, so that, unless something more is done beyond Raichore at once, the block will soon be as bad as ever.

From Major-General M. K. KENNEDY, R.E., Secretary to the Government of Bombay,
Public Works Department, Railway, to C. BERNARD, Esq., C.S.I., Secretary to Sir
R. TEMPLE, Bart., K.C.S.I., dated Bombay Castle, 2nd February 1877, No. 151.

I AM directed to acknowledge the receipt of your letter No. 41, dated 27th January, and accompaniments, and in forwarding copy of a report dated 31st idem from the Consulting Engi-

neer for Railways, to observe that the Great Indian Peninsula Railway Company appears to be doing all that can be demanded of it and even more. The failure to deal with the traffic at Raichore on the part of the Madras Railway Company is what at present prevents more grain being carried to the Madras famine districts, and the Great Indian Peninsula, as is quite manifest, could not afford more help by doing less, i.e. by limiting the traffic. So long, however, as the Madras Railway fails to carry away from Raichore what the Great Indian Peninsula Railway brings, the grain must accumulate there; and if a block of wagons results, as was the case early in January, the work of the entire Great Indian Peninsula line, and of lines working into it, as well as the special grain traffic for Madras, is more or less impeded. The only plan to adopt under such circumstances is to stop further accumulation, clear the block, and release the stock as soon as possible by emptying the wagons; there is this to be said that any grain intended for the Madras Presidency, and accumulated at Raichore, is so much nearer its destination than it would have been if the Great Indian Peninsula Railway had not brought it down at all, but the inconvenience is very serious, and every possible means should be taken to induce the Madras Railway Company to strengthen this weak link in the chain.

REPORT.

THE Consulting Engineer for Railways has the honor to report as follows on points covered I, II and V in Sir R. Temple's memorandum dated 27th January 18--

I.—The Great Indian Peninsula Railway Company recommenced booking grain through to stations on the Madras line on the 23rd January; orders have been given not to send more than ninety through-wagons into Raichore daily for the present, and to keep back loaded wagons in excess of this number; but the Great Indian Peninsula Railway Company are prepared, if necessary to increase the number to one-hundred and fifty wagons a-day or more; and while they will do all in their power to regulate the despatch of wagons, they represent that they cannot control the daily consignments of grain for the Madras line, and should these consignments, which are being poured in from the East Indian Railway, as well as their own stations, be greatly in excess of ninety wagon loads per day, or whatever the Madras Company can forward from Raichore, and should wagons consequently again accumulate on the Bombay side of Raichore to such an extent as again to necessitate a suspension of through booking, the responsibility will rest with the Madras Railway Company.

II.—The booking of grain from Great Indian Peninsula Railway stations to Raichore has been discouraged, and for some days during the late block consignees of grain to Raichore were asked to delay booking; but the Company cannot avoid booking consignments to Raichore altogether; and if grain should be consigned again in large quantities to Raichore, consignees should be required to remove it as it arrives, and if necessary the wharfage charge should be raised in order to reduce its speedy removal.

The suspension of through booking for the 8th to the 23rd January doubtless encouraged local booking, but was not the sole cause. Some merchants appear to have selected Raichore as a convenient station, nearly in the centre of the districts affected by the famine.

V.—(a).—The Great Indian Peninsula Railway will deliver wagons up to, and if possible, more than, what the Madras Railway Company can remove as above explained. They have also promised to book through as far as possible in wagons suitable for the Madras Railway, and the General Traffic Manager states that practically all will in future be suitable, i.e., any exception will be accidental and very rare.

(b).—The marshalling of trains is being done. It was mentioned for the first time when Mr. Conder met Mr. Elwin on the 16th January, and was agreed to from date of resumption of through booking; the Great Indian Peninsula Railway Company represent however that it is not properly speaking a duty that should devolve on them, or which is imposed according to the usual practice of Railway Companies.

Proceedings of the Madras Government, Public Works Department,
2nd March 1877. No. 712.

(c).—The Traffic Manager of Madras Railway telegraphed to Mr. Conder on the 29th instant, (it had and never been mentioned to him before,) to inform him by wire daily how many wagons were loaded for Madras Stations from each station of the Great Indian Peninsula and East India. It is not clear what use could be made of this information could it be supplied. What is wanted is, it is presumed, what Sir R. Temple has asked for, viz., "earlier notice of the trains ordered to Raichore and of their load," and Mr. Conder has given orders to have Mr. Church advised daily by telegraph how many wagons are under load for Madras Stations at Shabhad, and also to telegraph to him what trains are ordered into Raichore, information hitherto supplied to the Station Master there.

The Consulting Engineer will defer any general remarks on the papers, until the receipt of certain reports about to be submitted by the Agent, Great Indian Peninsula Railway Company.

BOMBAY,
31st January 1877.

No. 33.

ORDER THEREON, 2nd March 1877, No. 712.

RAILWAY, No. 4.

ORDERED to be recorded.

(True Extract.)

Lieut.-Colonel, R.E.,
Joint Secretary to Government.

To the Consulting Engineer for Railways.

50.787
Extract from letter from Agent
of G. I. P. Railway Company of 100
dated 27 January 1877.
With reference to
the Telegrams from Captain
Bislett (copies sent with your
Officers of 26 January) to
Mr. Conder of opinion that
it is impossible to restrict
through booking to any specific
number of wagons. The only
thing we can legally in
practice do is to take all that
is offered, and then when all
black comes to stop altogether
if night trains are run from
Raichore the black would
probably be avoided.
The above is Mr. Conder's
note on my reference to him,
and I must say that after
full

full consideration, and much previous
discussion with Mr. Conder, I quite
endorse his view. If we had only
one or two forwarding stations
to deal with, it would be a simple
matter to control, but in practice
it is not possible to direct how
long every station master
on the N. & C. and Nagpur lines,
and also on much of the S. & T. line,
how much grain he is to receive
and despatch for Madras. Whether
and what we are obliged to receive at
stations and at the other points
is determined by the number of
stations today, and at certain other
stations tomorrow. Any such system
would be unequal and unfair,
even if it was practicable.

4 The reason of the block at
Raichore is not made clear. If the
Madras

8
Madras. Since cannot move more
than ninety wagons per 24 hours
for want of engine power, then
until such power can be
provided, we must defer receive
and forward consignments in
such a manner as to cause the
least demurrage, working up
to a block or nearly so & then in
stopping the booking. It will
not do to unload the wagons
and stack the grain outside
of Raichore station limits,
and leave it there for the
Madras Company to reload
and remove at their convenience.
Mr. Conder is strongly of opinion
that by working 24 hours a day
the Madras Co. could forward
from Raichore all that we
send.

J

P.W.D.

9FEB77

1371

3. You are aware generally, of the condition of things with regard to the through traffic on to the Madras Railway. - As there has been much discussion about it, and I believe that Sir Richard Temple is writing a minute on the whole subject, it may be well for me to give you, as shortly as possible, the leading facts of the matter. -

4. About the month of August last, the Madras Company wrote saying that they considered that additional sidings were required at Raichur. The sidings at present there will accommodate more than the ordinary busy season traffic in and out of the station, and I was therefore obliged to say to Mr. Church that I was not able to concur in recommending any additional expenditure upon siding accommodation there. He did nothing more that I know of. — I consider the sidings that are there, already

are more than sufficient for the work that usually has to be done throughout the year.

I find that during April and May of last year we had an average of seventy seven wagons a day in and out of the station, which is not very much less than the December Traffic to which I will refer later on in this report. But it has been arranged within the last ten days for an additional siding to be laid in and the work is in hand.

5. Every body knows that for some years past, the question of the different gauges adopted on the different Railways has been under consideration.

Some of the erections on the Madras Railway are so constructed that some of our wagons will not pass safely - which of the two may be wrong, namely, whether our wagons are too wide, or their erections encroach on what should have been left clear for the passage of vehicles, need not now be discussed. I merely state the fact.

And this fact made it, of course, necessary

necessary to stop such of our wagons at Raichur as could not pass with safety. The question has given rise to a good deal of discussion and correspondence and recently, namely on the fifth of the present month, I gave instructions for what are called our new wagons to pass on to the Madras Railway. These with the open wagons will therefore be used, in future, as far as it is possible to do so for through traffic, but in cases where the larger wagons which cannot pass are loaded with through traffic, the loads will still have to be transhipped at Raichur. The number of these will, however, be very small.

6. In the early part of December last it was found that ^{we} were looking traffic to Raichur and on to the Madras Railway to a greater extent than it was being cleared away from Raichur. - The consequence was that gradually there came to be a block on our line of wagons under load for Raichur and the Madras Railway. Perhaps the letter of the 26th December to the Madras Railway gives as shortly as I can, the position of the matter as it then stood. - Up to that time the Madras

Companies answers to all our communications on the subject, were that it was want of siding accommodation that had caused the block and the reply to the letter of the 26th December was to the same effect. That reply came to me by telegram and by letter from Mr. Church and also from Mr. Elwin.

The block increased however and as is known, we stopped for a few days the booking of traffic beyond Raichur. At the same time we discouraged the booking of traffic for Raichur itself without actually refusing it. The result was that very little, if any, was booked to Raichur, and all that was laying on hand there was what had been booked before the stoppage. I believe that some of that has not even yet been cleared away from Raichur. Some of that which was booked through was unloaded and stacked on the ground at Raichur. When the through booking was stopped we had nearly a thousand wagons under load for Raichur and for stations in the Madras Railway, and they were receiving at Raichur for that place and through at the rate of an average of less than a hundred a day.

In the letter of the 26th December and also when I met the Madras Railway representatives on the 16th I pointed out that so long as they closed the station for twelve hours out of every twenty four, and did not run trains during the night but

11
but practically closed the line also, for twelve out of every twenty four hours, it would be difficult to convince any body that they were doing as much as might be done. It is evident that, if more trains had been run, and if the unloading had been carried on by night as well as by day, as it had to be at some of our stations, much more work could have been done and I think that there would never have been any block at all. I pressed upon Mr. Elwin the desirability of making more use of the line by working trains day and night and by putting on a night staff at Raichur to do such unloading, untranshipping as was necessary. This latter Mr. Elwin, by telegram dated the 10th had advised me he had given orders to have done but when we meet there on

on the 16th it had not been carried out and the night staff did not actually commence work until the evening of Monday the 22nd that being after a telegram that I had sent on the 20th to Mr. Elwin and Mr. Church.

9. Much has been made of the transshipping and unloading at Raichore. But the number of wagons that have had to be so dealt with, was not much larger than it usually is during the busy season, although it has not formerly caused any block. For the whole month of December the average booked through to stations of the Madras Railway was forty six a day, and of that number, the daily average of those that had to be transhipped was only sixteen. And that is a number which should not have caused any difficulty. There were also, in addition to these forty six wagons

178 12
wagons, an average of about fifty a day, under load, with consignments for Raichore itself which had of course to be unloaded there, making at total to tranship, and to unload, of sixty six a day.

The work of loading and unloading at Raichore is done by a Contractor, who stated to us that he was prepared to do more if more supervising staff were provided by the Madras Company, and that means, as we ascertained that two more Foremen and eight hand lamps were required and nothing else, to enable the work to be continued night and day. I offered, before the 14th inst, if it would be any convenience to the Madras Railway to provide the Foremen and lamps ourselves, but the offer was not accepted.

10. That which was consigned to Raichore

Railcar should not have caused any block there, because the owners should have been required to remove it from the station without delay, and if they did not do that the wharfage charges should have been increased so as to compel them to remove. This is what we have had to do at some places in order to keep the stations clear and there is no reason to doubt that it would have answered that purpose at Raichur.

11. Mr. Elwin stated in regard to the engine power for the day and night trains, that they were as much pressed upon other parts of the line that they could not put more engines there than the four employed to work on that District. I could of course make no answer to that except that they knew better what could be done than others, again pointing out, however, that it seemed likely that if night staff were employed more

13
more could be got out of the engine power that was available, and I reminded Mr. Elwin that this practical closing of the line and the station for half the time had ended in the serious detention of our wagons at a time when they could not be passed. So far as the complaint respecting the through booking having been stopped is concerned, it will therefore probably be admitted that the explanation I had given is not a bad reason for the step that was taken.

12. With regard to the future pointed out to Mr. Elwin that we were ready to recommence the through booking directly we found there was reasonable ground for thinking that the block would not recur. We were about clear of wagons under load for the Madras Railway and for Raichur, on the 23rd and therefore I gave instructions on that morning for traffic to be again booked through as freely as

as it presents itself.

13. When we were at Raichur on the 16th. I heard for the first time, that it was the right that we should marshal the trains that is, separate the through and local wagons.

I do not think that this is a service which should be expected of us, and it is not usual as between Companies but I said, at once, when it was mentioned that we would do it as far as possible, and orders have been given accordingly.

14. I yesterday, received a telegram from Mr. Church asking me to wire him each day the number of wagons loaded for Madras Line stations at each station of this and the East Indian Railway every day. I telegraphed to Mr. Church in reply to the effect, first that it would be impossible to

to do this (the wire is already overcrowded with messages) and second, that if it were done it would be of no practical use to the Madras Railway for it cannot assist them to know that five wagons were loaded today, for example, at Nagpur, or Secunderabad, or at Cawnpur. What they want to know is the number that may be expected daily at Raichur. I therefore said to Mr. Church that I would advise him by wire, each morning, the number on hand under load for his stations at Shahabad. That is a convenient place for the purpose, because it will include any that may be booked from Hyderabad as well as from all parts of this and the East Indian & Baroda Railway.

15. I am arranging also to let the
Madras Company's Manager
know the number of Trains
ordered for Raichur each day
as well as the number of
wagons on each Train. This
information has been always
supplied to the Station Master
at Raichur, who gets it in the
same way as every one else does
when the Trains are ordered,
but it will, probably help
Mr. Church, if his name is also
put upon the message, and
I have therefore arranged
accordingly. —

16. I hope that the Madras
Company will be requested
to ensure the prompt return
of our empty wagons, because
our ability to keep up the
regular supply, and to keep
traffic moving, will depend upon
that. At present no additional
Trains are running, and we are
finding

23F 15
already that we have more
under load, for Madras Stations
than they can clear away, so
that, unless something more
is done beyond Raichur at
once, the block will soon be
as bad as ever. —

Yours &c

(Signed) Henry Conder

General Traffic Manager

P.W.D.

9 FEB 77

1370

S.O. 16

No. 151 of 1877.

P.W. Department, Railway.

Bombay, 2nd February 1877

To B. Bernard Esquire C.S.I.

Secy to Mr. R. Temple Bart
K.C.S.I.

I am directed to acknowledge
the receipt of your letter No. 41,
dated 27th January, and accom-
paniments, and in forwarding
copy of a report dated 31st
I am from the Consulting
Engineer for Railway, to observe
that the G. I. P. Railway Company
appears to be doing all that
can be demanded of it and
even more. The failure to deal
with the traffic at Raichur on
the part of the Madras Railway
Company is what at present
prevents

P. W. D. 1370 I.B. 32

prevents more grain being
carried to the Madras Famine
Districts, and the G. I. P., as is
quite manifest, could not
afford more help, by doing
less, i.e. by limiting the Traffic.
So long, however, as the Madras
Railway fails to carry away
from Raichur what the G. I. P.
Railway brings, the grain must
accumulate there; and if a
block of wagons results, as
was the case early in January,
the work of the entire G. I. P.
line, and of lines working into
it, as well as the special grain
traffic for Madras, is more
or less impeded. The only plan
to adopt under such circumstances
is to stop further accumulation,
clear the block, and release the
stocks

stock as soon as possible, by
emptying the wagons; —
there is this to be said that
any grain intended for the
Madras Presidency, and accu-
mulated at Raichur, is so
much nearer its destination,
than it would have been if
the G. I. P. Railway had not
brought it down at all, but
the inconvenience is very
serious, and every possible
means should be taken to
induce the ^{Madras} Railway Company
to strengthen this weak link
in the chain. —

I have the honor to be,
Sir, M. K. Kennedy
Major General
Secretary to Govt.

P.W.D.
 9 FEB 77
 1370

P. 22. French / 77 I.B. 32

from Raichore, and should wagons
consequently again accumulate on the
Bombay side of Raichore to such an extent
as again to necessitate a suspension of
through booking, the responsibility will
rest with the Madras Railway Company.
The booking of grain from G. S. P. Rail-
way stations to Raichore has been dis-
courage, and for some days during the
late block consignments of grain to Raichore
were asked to delay booking, but the Com-
pany cannot avoid booking consign-
ments to Raichore altogether; and if grain
should be consigned again in large
quantities to Raichore, consignees should
be required to remove it as it arrives
and if necessary the wharfage charge
should be raised in order to induce
its speedy removal.
The suspension of through booking
for the S. to the 3rd January doubtless
encouraged local booking but was not
the sole cause. Some merchants appear
to have selected Raichore as a convenient
station nearly in the centre of the
districts affected by the famine.

V as the G. S. P. Railway will deliver
wagons up to and if possible such more
than what the Madras Railway can
remove as above explained. They have
also promised to look through as far as
possible in wagons suitable for the Madras
Railway and the General Traffic Manager
states that practically all will in
future be suitable, i.e. any exception
will be accidental and very rare.
(b) The marshalling of trains is being
done. It was mentioned for the first
time when Mr. Conder met Mr. Elving
on the 16th January, and was agreed to
from the date of resumption of through
booking, the G. S. P. Railway Company
represent however that it is not
properly speaking a duty that should
devolve on them or carried out
according to the usual practice of
Railways Companies.
(c) The Traffic Manager Madras
Railway telegraphed to Mr. Conder
on the 29th inst. (it had never been
mentioned to him before) to inform him
by wire daily how many wagons
were

were loaded for Madras Station
from each station of the L. S. P. and East
India. It is not clear, what use
could be made of this information,
could it be supplied. What is wanted
is it is presumed, what Sir R. Temple
has asked for viz. "earlier notice of the
trains ordered to Quilchore and if their
loads, and Mr. Couder has given
orders to have his charges advised
daily by telegraph. How many waggons
are under load for Madras Station
and also to telegraph to him
what trains are ordered into Quilchore
information hitherto supplied to the
Station Master there.

P.W.D.
9 FEB 77
No 1370

The Consulting Engineer will deliver
any general remarks on the papers
with the receipt of certain reports,
a copy to be submitted by the agent
L. S. P. Railway Company.
D. 28th 1/77 No 32

No 178 of 1877.
Public Works Dept (Railway)
Bombay Castle 6th February 1877.
To
The Secretary
to the Govt. of Madras.
P. W. Dept. (Railway)
Madras.

Sir,
I am directed to
acknowledge the receipt
of your letter, No. 625, dated
31st January last, and to
accompanyments, and to
forward for the information
of His Grace the Governor
of Madras in Council
extracts from the reports of
the Agent and General
Traffic Manager L. S. P.
Railway Company, and
copy

copy of a letter N^o. 151.
dated 2nd instant. &
addressed by the Bombay
Government to Sir Richard
Temple, together with the
report of the Consulting
Engineer for Railways
which accompanied it.

2 It will be seen
from these papers that the
G. I. P. Railway Company &
represented that it would
be impracticable to limit
through booking at their
receiving stations and
those of the East Indian
Railway in the manner &
suggested by His Grace
the Governor of Madras,
and that they stated that
they would be obliged
to adopt the plan which
they actually have adopted
of

of receiving and forwarding consignments in such a manner as to cause the least demurrage, working up to a block or nearly so, and then temporarily suspending the booking for Madras Stations. -

3. In the opinion of the Bombay Government, the course adopted by the G. I. P. Railway Company is, on the whole, the best. The main object is to pour grain into the distressed districts of the Madras Presidency as rapidly as possible, and this object can best be promoted not by checking imports by the G. I. P. Railway, but by doing all that can be done

done to induce greater
exertion on the part of
the Madras Company to
forward it from Raichore.
The result has been that
the Madras Railway Co.
have been able to increase
the number of wagons
forwarded from Raichore
considerably over 90, the
limit proposed, and
count on being in a
position to forward 150
by the 14th instant - The
G. I. P. Railway Company,
while urging the Madras
Railway Company to remove
wagons from Raichore
more rapidly, have
restricted the numbers
sent into that station
to what the Madras Co.
using their utmost
exertions

exertions could take away daily; and the confidence of consignees of grain to Madras is not likely to be more seriously affected by temporary complete stoppages of through looking, than by daily restrictions; which even if not absolutely impracticable, would be open to the objections mentioned by Mr. Le Mesurier. - The inconvenience of a block of wagons on the G. I. P. Railway is undoubtedly very great; but it is not of much practical consequence whether wagons are delayed at receiving stations or at intermediate points between those stations and

[Faint, illegible handwritten text, likely bleed-through from the reverse side of the page.]

and Raichore; under
any system of booking
and forwarding there
must be delays and
complaints so long as the
Madras Railway cannot
carry the traffic tendered
for despatch from Raichore.

I have the honor to be
Sir

Your most obedt. servt.

[Faint, illegible handwritten notes in the left margin.]
Major General R.C.
Secretary to Government

45 F 10

Letter from the Government of Bombay
No 178 dated 6th February 1877

FOR ORDERS.

Submitted in con-
tinuation of papers on this
subject now in circulation
Munir Ahmad
Joint Secretary to Govt.
Railway Branch.

Secy
R. L. P.
M

P.W.D.
9 FEB 77
No 13

From
The Government of Bombay

Dated 6th February 1877

Enclosed No 178

Regarding the
impracticability of listing
through booking at their
receiving stations and those
of the E. I. R. in the manner
suggested by His Grace the
Governor of Madras.

No 32

C. 92277. 21. 77

J. Houghland

FOR ORDERS.

Per
No 712 of 2 March 77
Recorded

W.

Ch. for Rep. ✓
16-3-77

c. 9-2-77. 21.3-77

1370
Govt. of 1877 Madras.

PUBLIC WORKS.

To The Com^{rs} Eng^g for M^{rs}

Dated

Issued

Recd.

Encl.

G. O. 2nd March 1877, No. 712

Nos. 32-33

Through looking at
evening stations of the
S. P. and L. S. Ry. - letter
from the Government of
Bombay forwarding papers
regarding upon the impropri-
ety of hunting in the
vicinity suggested by His
Grace the Governor of Madras,
the —, recorded.

End in Reg