

(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. 735 (Ry)

Press
~~Mis.~~

Dated 3-3-

1877.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
3rd March 1877. No. 735.*

No. 76. Read the following Despatch from the Right Honorable the Secretary
of State for India:—

Railway,

No. 1.

INDIA OFFICE, LONDON,
31st January 1877.

My Lord DUKE,—Herewith is transmitted, for your Grace's information, a copy

* Dated 4th January 1877.

of a report* by the Consulting Engineers
of the South Indian Railway Company, on

the defects in rolling stock of that railway, brought to notice in your railway letter
No. 11 of the 31st October last.

I have, &c.,

CARNARVON.

His Excellency the Right Honorable

The Governor in Council, Fort St. George.

From Messrs. G. B. BRUCE and CHARLES DOUGLAS FOX, to H. W. NOTMAN, Esq.,
dated London, 4th January 1877.

We herewith return you despatch No. 11, dated 31st October 1876, from the Government of
Madras, relating to drawbars and leading spring buckles. We have already dealt with these
matters in our previous reports, and we therefore only wish to add the following remarks:—

Carriage Panels.—We have in all the later stock made these panels narrower to avoid the
shrinkage incident to timber sent out from this country and used in the climate of India with
very little shelter.

Wear of Tyres and Brasses.—We think it is very likely that sand ballast has much to do
with this, and if any heavier material can be used without great expense, it would no doubt be an
advantage.

Leading Spring Buckles.—We cannot understand why these have been found to break, as they
are similar to those we have used elsewhere; but we will endeavour to make them stronger in
future. The cost of one of these buckles is 26. The reason why these locomotives were made
with play on the leading axle boxes was not to adapt them to any particular curves, as
Mr. Sheward imagines, but because the standard dimensions fixed by Government forbid loco-
motives being made with a rigid wheel base such as that which Mr. Sheward has now adopted. We
have not the least doubt that they will work perfectly well with a rigid wheel base.

Injectors.—We have only to repeat that the size of the injectors supplied to this Company's
engines is that usually adopted, and has nothing special about it.

Broken Bufferheads.—With reference to the Locomotive Superintendent's report No. 941 as
to broken bufferheads, we should very much like to have one of those which have broken as
shown in his sketch sent home, with full particulars as to the contract under which it was supplied
and, if possible, the date of shipment.

Drawbars.—We adhere to our opinion that the type of drawbar sent out would have
answered very well if the engine and tender had been properly screwed up. The cost of one
of these drawbars is twenty-three shillings, without any allowance for old material.

No. 77. ORDER THEREON, 3rd March 1877, No. 735.

RAILWAY, No. 8-B.

RECORDED, and communicated to the
Consulting Engineer for Railways, with
reference to G.O., No. 2,569, of the 26th
December 1876.

(True Extract.)

Lient.-Colonel, R.E.,
Joint Secretary to Government, P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
Exd. E. C. Shunker.
Spare Copies

Aden Hall St.

ballast.

3
South Indian Railway

Engineers office

5. Delahay St Westminster

London 4 Jan 1877

Dear Sir

We herewith return you despatch
N^o 11 dated 31 October 1876 from the
Government of Madras relating to drawbars
and leading spring buckles. We have
already dealt with these matters in our
previous reports and we therefore only
wish to add the following remarks

Carriage Panels We have in all
the later stock, made these Panels narrower
to avoid the shrinkage incident to timber
sent out from this country and used
in the climate of India with very little
shelter.

Wear of Tyres and Brasses

We think it is very likely that sand

H. W. Holman Esq

2. Leadenhall St.

ballast

ballast has much to do with this, and if any heavier material can be used without great expense it would no doubt be an advantage.

Leading spring buckles. We

cannot understand why these have been found to break, as they are similar to those we have used elsewhere, but we will endeavour to make them stronger in future. The cost of one of these buckles is 26/. The reason why these locomotives were made with play on the leading axles was not to adapt them to any particular curves, as Mr Sheward imagines, but because the standard dimensions fixed by Government forbid locomotives being made with a rigid wheel base such as that which Mr Sheward has now adopted. We have not the least doubt

that

that they will work perfectly well with a rigid wheel base.

Injectors We have only to repeat that the size of the injectors supplied to this company's Engines is that usually adopted, and has nothing special about it.

Broken Bufferheads With reference to the Locomotive Superintendent's Report No 941 as to broken Bufferheads, we should very much like to have one of those which have broken as shown in his sketch sent home, with full particulars as to the contract under which it was supplied, and if possible the date of shipment.

Drawbars We adhere to our opinion that the type of Drawbar sent out would have answered very well if the Engine and Tender had been properly screwed up. The cost of one of these drawbars is Twenty three shillings

without

without any allowance for old
material.

I am ~~very~~

for G. B. Bruce self

(sig^d) Charles Douglas Fox

No 9

Copy Report by the Consulting Engineer
to the South Indian Ry Co

P.W.D.

275377

No 2109

Referred to in Railway Letter to
Madras, No 1, dated 31st Jan'y 1877.

P. 3rd March 77 J.B. No. 76

Railway.

No 1.

India Office, London.

31st January 1877.

My Lord Duke,

Herewith is

transmitted, for your

Grace's information, a

Copy of a report by

the Consulting Engineers

of the South Indian

Railway Company, on

the

His Excellency

The Right Honourable

The Governor in Council

Fort St. George.

* dated 4th January 1877

1/11
20/2

End
S

the defects in Rolling
Stock of that Railway,
brought to notice in
your Railway letter,
No. 11, of the 31st October
last.

I have the honor to be,
Sir Lord Duke,

Your Grace's most obedient
humble servant,

Larnauon

8 Feb 1876 No 1 Home Despatch
31 Oct 1876 No 11. Home Despatch
26 Sep 1876 No 2569.
26 June " " 1602.
25 Jan " " 188.
22 Nov 1875 " No 9 Home Despatch.
13 " " " 3259
31 Oct

No. 8
P.W.D.

87 FEB 77
2109

Railway
31st Jan 1877

The
Letter to Lord George
No. 1.

Encls: One

Transmitting a copy
of a report by the Com^r Eng^r
of the South Indian R^y Com^r
on the defects in Rolling Stock
of that Railway.

No. 735 of 3rd March 77
Recorded, and
Communicated to the
Consulting Engineer for
Railways with reference
to G.O. No. 2569 of the
26th December 1876.

W. H.
C. for Rys.
Dispo. 21-3-77

100109

Govt. of 1877 Madras.
PUBLIC WORKS.

To The Commr. of Ry. for Ry.

Dated

Issued

Recd.

Encl.

G. O., 3rd March 1877, No. 735

Nos. 76-77

Rolling Stock received
from England for the
I.Ry. Despatch from
to Dept of State trans.
with copy of report by the
inspecting engs of the South
Indian Railway Company
on the defects in the
wheels, and commd to the
Comr. of Ry.

100109