Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 210. Ry

DATED 22d Feby 1899.

Includes.

G.O. No 493 Ry dy 29-3-98
Do 1214-15 Ry dy 5-10-98.

[Despatch Abstract.]

Additional open goods wagons on the Madras Ry

Conveying to the Agent, letter from the Govt. sanctioning an estimate amounting to Rs 3,68,000 for the provision of 200 required to meet the anticipated increase in Coal, timber, and stone traffic.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
1522-3Rydy		13.8.03.					
1804-5Rydy		25-9-03					

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

G.O., No. 210 Ry., 22nd February 1899.

FEBRUARY.

Additional open goods wagons on the Madras Railway

Communicating to the Agent letter from the Government of India sanctioning an estimate, amounting to Rs. 3,68,000, for the provision of 200 — required to meet the anticipated increase in coal, timber and stone traffic.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—4th February 1898, No. E. 693/101.

I have the honour to forward herewith an estimate in duplicate, amounting to Rs. 3,68,000, of the cost of constructing 200 open goods wagons required by the Traffic department.

I applied for the Board's sanction to this expenditure in paragraph 14 of letter No. 2335, dated the 11th November 1897, and their reply was communicated in paragraph 16 of No. 965, dated the 17th December 1897. Copies of these paragraphs with the correspondence referred to are enclosed.

Information as to provision in the budget and the date on which sanction will lapse is given on the estimate. I request that the sanction of Government may be communicated to the proposed expenditure at an early date, as the Traffic department is much pressed by deficiency of this description of stock.

An indent on the Board for the requisite material will be submitted in the course of a few days.

Enclosure No. 1.

Extract from a letter from—The Agent and Manager, Madras Railway.
To—The Secretary to the Board of Directors.
Dated—11th November 1897, No. 2335.

14. *Addition of* 200 *open wagons.*—I beg to enclose, for the kind attention of the Board, a copy of a letter from the Acting Traffic Manager, dated the 27th September 1897, applying for an addition of 200 open goods wagons to our present stock. The circumstances under which this increase is asked for are fully set forth in this letter, and the Locomotive Superintendent in his letter of the 11th October (copy enclosed) strongly supports this application. The enclosed statement of half-yearly tonnage for the past 13 years shows that the tonnage carried over the Madras Railway has increased from tons 319,311 in June 1885 to tons 499,818 in June 1897. It is further pointed out that from 1890, the number of open wagons has decreased from 1,497 to 900 owing to their being replaced by covered ones as they are abandoned; whereas the traffic for which this description of stock is specially intended, *viz.*, coal, stone, timber, &c., has increased five-fold. The Locomotive Superintendent estimates the cost of the additional wagons at Rs. 3,68,000, and I shall be obliged if the Board will communicate their approval to this expenditure being incurred.

Enclosure No. 1 in No. 1.

From—The Traffic Manager, Madras Railway Company.
To—The Acting Agent and Manager, Magras Railway.
Dated—27th September 1897, No. A 37738/30490.

Addional Open Goods Wagons.

The time has now arrived when, in the opinion of this office, an increase to the present stock of open goods wagons is urgently demanded.

2. The present sanctioned equipment is as under:—

Iron stone wagons	50
Wooden rail wagons	50
Open goods „	800

and now, with the exception of some dozen of the old 8-ton wagons (open) which are still running, we are working to these figures. You are aware that for years past our open stock as it has been condemned has been replaced in the form of covered goods wagons, and this replacement is only now approaching a conclusion, but while most miscellaneous traffic is now carried in covered wagons there are certain commodities such as coal, stone, lime and, to a large extent, timber and firewood, which can only be carried in open wagons. In the half-year ending June 1890, we carried 5,638 tons of coal, 8,730 tons of stone and 18,318 tons of timber and firewood. I am unable to separate this latter item between traffic carried in timber trucks and in open goods wagons but we know that at least 2/3 of it consists of short timber and firewood, bamboos, &c., and is carried in open wagons.

3. In the half-year ending June 1897, we carried 58,400 tons of coal, 26,462 tons of stone and 63,000 tons of timber and firewood. In 1890 there were 1,850 open wagons running on the line there are now only 900.

4. The gold mines have rapidly been exhibiting an increased rate of development, the number of mines are all largely adding to their stamping power—which means increased consumption of coal—and there are also a larger number than usual of new mines being started with capital provided to keep them at work for several years to come, and it may be taken as certain that the demands on our resources for coal, timber and stone traffic to the mines will, in the next year or two, largely increase. At present we are only able to meet the demand with difficulty and the number of complaints of delay to traffic for want of stock is becoming increasingly frequent. I think, therefore, that at least 200 open goods wagons should be added to our present stock with as little delay as possible and that these should be of the highest carrying capacity obtainable.

Enclosure No. 2 in No. 1.

From—The Traffic Manager, Madras Railway Company.
To—The Agent and Manager, Madras Railway.
Dated—2nd October 1897, No. A. 46035/30529.

Additional Open Goods Wagons.

[Your No. E. 693/10351 of 29th ultimo.]

As requested in your letter of the 29th ultimo, I enclose a statement compiled from the capital and revenue accounts showing the half-yearly tonnage of traffic carried during the last 13 years.

2. The last increase, in the shape of 100 covered goods wagons to our stock of goods vehicles was sanctioned in 1890. Since then the total traffic carried has increased 25 per cent. but at that time the number of open wagons sanctioned was 1,497—*vide* G.O., No. 1583 R., dated 10th July 1891. Now the number of open goods wagons available is 900, but the traffic for which this description of stock is specially intended has, as shown in this office letter of 27th ultimo, increased five-fold.

Enclosure No. 3 in No 1.

From—The Locomotive Superintendent, Madras Railway.
To—The Agent and Manager, Madras Railway.
Dated—11th October 1897, No. B. 2025/1266.

[Your No. E. 693/10350 of the 29th ultimo.]

There is, I think, but little doubt that the number of open wagons in the Company's possession is far less than it ought to be.

2. The number now appearing in the rolling-stock statement, *i.e.*—

High sided wagons, ordinary, iron 16 tons	50
Do. do. wooden, 10 „	800
Rail trucks, 16 tons	50

was fixed and sanctioned some years ago as sufficient to handle the mineral and other descriptions of rougher traffic then being offered and dealt with by the Company, and long before the very heavy coal traffic, which has of recent years sprung up between Madras and the Kolar Gold Fields, came into existence and which, as pointed out by the Traffic Manager, has increased ever since 1890 no less than by 352 per cent.

3. There is, I suppose, no question but that the covered goods wagons are far better suited for dealing with general merchandise than the old pattern of open wagons which they have now replaced, but the converse is certainly not the case, and a covered wagon is not only far too good and expensive a vehicle in which to carry coal, firewood, lime, timber, stones, bricks, &c., but it is by no means so convenient as an open wagon.

4. The Traffic Manager is perforce at present utilising covered wagons in large numbers for the transport of coal, but I have always been strongly of opinion that this should not be done. Apart from the difficulties and inconveniences attendant upon loading a rough bulk material such as coal into a covered wagon through the side doors, neither the sides nor the floors of the wagons themselves are constructed to carry minerals of this kind and it is impossible to prevent these being more or less seriously damaged by the unavoidable rough usage they sustain in this work.

5. That the number of wagons now in the Company's possession is not sufficient to deal with the traffic now being handled is, I think, evident from the serious straits to which the Traffic Department are put when any sudden rush of traffic arises, and from personal knowledge I can say that the arrival of two coal ships in the harbour means a bitter cry from Salt Cotaurs and a series of most urgent telegrams to this office to push on with repairs to turn out every wagon we may have in the works.

6. So far as can be, I strive in every way possible to meet the traffic wants in this respect, knowing as I do how pinched they often are for wagons and it frequently happens that repairs that ought to be carried out have to be hurried over and more or less inefficiently performed, or even deferred altogether for a time to avoid the inevitable detention to traffic that would ensue if we kept the wagons here.

7. I have not the slightest hesitation in saying that I most fully endorse the Traffic Manager's application, and that the increase in the wagon stock for which he asks is an urgent necessity I am most firmly convinced. I would further suggest that to save time I should send you an estimate of the cost of the wagons together with an indent for the material required. These might then be sent up together with the Traffic Manager's application and the matter could then be disposed of in a single reference to Government.

8. Should you wish it I will get out and send you this estimate and indent.

Enclosure No. 2.

Extract from a letter from—The Secretary to the Board of Directors, Madras Railway.
To—The Agent and Manager, Madras Railway.
Dated—17th December 1897, No. 965.

16. *Two hundred additional wagons sanctioned.*—Replying to paragraph 14 of No. 2335, I am to inform you that, subject to the necessary sanction of Government, the Board approve of an expenditure, estimated by the Locomotive Superintendent at Rs. 3,68,000, being incurred in making an addition of 200 open goods wagons to the present stock. The necessity for this measure is shown by the Acting Traffic Manager to be due to the large increase in the tonnage carried for the past thirteen years, and to the large decrease in the number of open wagons, owing to their having been replaced by covered wagons as they were abandoned.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 7th March 1898, No. E. 693/196.

In reply to your letter No. 430 of the 12th ultimo, I have the honour to inform you that the question of the most economical utilization of our wagon power for the demands of coal and other traffic has received special attention for many years. Our Time Table contains a special coal train to be run when the traffic justifies it. We have, however, first to consider the full loading of our regular trains, but it is considered the reverse of economical to incur train mileage with the sole object of hastening the return of stock, and it has always been fully recognised by this office that unnecessary delays to rolling stock cause expensive working. The special coal train has frequently run out of Madras, but it only ran through to Jalarpet on five occasions in 1897 and on five occasions in 1896. It also ran on to Bowringpet three times in 1897 and four times in 1896. To have run this train frequently therefore, though it would no doubt have saved some delay to the stock, would have involved unnecessary train mileage and extra expenditure.

2. The time allowed on all Railways in India for the discharge of wagons is 24 hours, and even if the 6 hours proposal were practicable, it would cause a very great outcry from the consignees of the Gold Mines, as some of them are of opinion that more than 24 hours should be allowed; nor has past experience shown that it is possible to work the wagons so quickly on to the harbour, load them and work them off again, as is suggested by you.

3. So long as the necessity for the full loading of trains and the reduction of working expenses has to be considered, so long will it be impossible to obtain anything like the theoretical maximum of work out of the stock.

4. You suggest a special coal train leaving Perambur at 19·5, or say Rayapuram at 18·45. Under the former Time Table this train was timed to leave at 20·15, but this was found to be too early and many wagons had to be left over to the next day because they could not be weighed and marshalled in time. For that reason, as well as on account of the change in the timing of the mail trains, the departure time in the current Time Table was altered to 22 o'clock. It must also be remembered that the through load has to be broken over the ghaut and that even if this train was worked through, it could not take all the wagons with which it started from Madras.

5. That the question of junction and terminal facilities to accelerate the movement of stock have received attention will be shown by the correspondence in your office in which extra sidings at Mullanur and extra accommodation at most of the Kolar Gold Field Railway stations have been pressed for from time to time and though these facilities, when afforded, will no doubt make it much easier to work the traffic now conducted under serious difficulties, they will not in any way prevent the necessity for the extra wagons asked for. The figures given showing the increase in the traffic between the years 1890 and 1897 (nearly 300 per cent.) concurrently with the actual decrease in the number of open wagons available, seem to me to more than justify our present demand for additional open stock.

6. If the Gold Mines continue to open out at the same rate as they have done during the last 7 years we shall have to submit a further application for open wagons.

7. It is believed that the Nine Reefs, Balaghaut, Gold Fields and Road Block and Kempinkote Companies are on the eve of success, and if this anticipation is borne out we shall have to add very considerably to our stock as the present indent for 200 wagons is intended solely to meet existing difficulties.

Order—No. 493 Ry., dated 29th March 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 29th March 1898, No. 494 Ry.

I am directed to forward for the sanction of the Government of India an estimate amounting to Rs. 3,68,000 for the construction of 200 open goods wagons for the Madras Railway.

2. The following tabular statement shows the number of goods wagons on the inventory as it was in June 1890 and June 1897 :—

Year.	Total goods stock.	Open wagons including timber trucks.	Other open wagons, fuel and ballast.	Covered goods including cattle wagons.	Miscellaneous.
June 1890	3,049	(b) 1,975	347	710	17
* June 1897	(a) 2,862	(c) 1,109	295	1,419	39

* Figures taken from rolling stock return which differs from the return in the capital revenue accounts.
(a) A large number of 8-ton open wagons have been converted into 10-ton covered goods; hence the reduction in numbers.
(b) Includes 150 timber trucks.
(c) ,, 172 ,,

3. The following statement shows the increase of open truck goods traffic in the 7 years 1890 to 1897 :—

Half-year.	Coal, stone, timber, &c., usually carried in open wagons.	All other descriptions of goods traffic usually conveyed in covered wagons.	Total.
	TONS.	TONS.	TONS.
First half of 1890	62,224	341,347	403,571
Second half of 1890	73,582	379,338	452,920
First half of 1891	66,331	347,341	413,672
Second half of 1891	65,426	376,037	441,463
First half of 1892	64,494	315,868	380,362
Second half of 1892	78,756	340,288	419,044
First half of 1893	76,579	374,211	450,790
Second half of 1893	93,938	337,380	431,318
First half of 1894	93,765	315,707	409,472
Second half of 1894	102,598	307,347	409,945
First half of 1895	117,679	314,236	431,915
Second half of 1895	131,881	299,555	431,436
First half of 1896	116,959	308,242	425,201
Second half of 1896	126,521	330,403	456,924
First half of 1897	147,915	351,903	499,818

4. It will be noticed that a large number of open wagons have during the last 7 years been converted into covered goods. This conversion was decided on as in 1890 a large proportion of legitimate covered goods traffic was conveyed in open wagons. The number of covered goods now in use is not considered to be in excess of the requirements of that class of traffic usually conveyed in covered wagons. It is to provide for the large increases in the coal and other open truck traffic that the present estimate is submitted.

5. In explaining the necessity for the increase of stock the Agent and Manager writes :—

Extract from Traffic Manager's letter to Agent and Manager, No. A. 37738/30490, *dated 27th November* 1897.—You are aware that for years past our open stock as it has been condemned has been replaced in the form of covered goods wagons, and this replacement is only now approaching a conclusion, but while most miscellaneous traffic is now carried in covered wagons there are certain commodities such as coal, stone, lime and, to a large extent, timber and firewood, which can only be carried in open wagons. In the half-year ending June 1890 we carried 5,638 tons of coal, 8,730 tons of stone and 18,318 tons of timber and firewood. I am unable to separate this latter item between traffic carried in timber trucks and in open goods wagons but we know that at least two-thirds of it consists of short timber and firewood, bamboos, &c., and is carried in open wagons.

In the half-year ending June 1897 we carried 58,400 tons of coal, 26,462 tons of stone and 63,000 tons of timber and firewood. In 1890 there were 1,850 open wagons running on the line, there are now only 900.

The Gold Mines have rapidly been exhibiting an increased rate of development, the numbers of mines are all largely adding to their stamping power—which means increased consumption of coal—and there are also a larger number than usual of new mines being started with capital provided to keep them at work for several years to come, and it may be taken as certain that the demands on our resources for coal, timber and stone traffic to the mines will in the next year or two largely increase. At present we are only able to meet the demand with difficulty and the number of complaints of delay to traffic for want of stock is becoming increasingly frequent. I think, therefore, that at least 200 open goods wagons should be added to our present stock with as little delay as possible and that these should be of the highest carrying capacity obtainable.

Paragraph 3 *of letter from Agent and Manager, Madras Railway, No. E.* 693/196, *dated 7th March* 1898.—So long as the necessity for the full loading of trains and the reduction of working expenses has to be considered, so long will it be impossible to obtain anything like the theoretical maximum of work out of the stock.

Paragraph 5 *of letter from Agent and Manager, Madras Railway, No. E.* 693/196, *dated 7th March* 1898.—That the question of junction and terminal facilities to accelerate the movement of stock have received attention will be shown by the correspondence in your office in which extra sidings at Mallanur and extra accommodation at most of the Kolar Gold Field Railway stations have been pressed for from time to time; and though these facilities, when afforded, will no

doubt make it much easier to work the traffic now conducted under serious difficulties, they will not in any way prevent the necessity for the extra wagons asked for. The figures given showing the increase in the traffic between the years 1890 and 1897 (nearly 300 per cent.) concurrently with the actual decrease in the number of open wagons available, seem to me to more than justify our present demand for additional open stock."

6. The Board of Directors have approved of the estimate, and this Government is of opinion that the increase of stock is necessary and that the estimate ought to be sanctioned.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 6th May 1898, No. 155 R.S.

I am directed to acknowledge the receipt of your letter, No. 494 Ry., dated 29th March 1898, forwarding, recommended for sanction, an estimate, amounting to Rupees 3,68,000 chargeable to Capital, of the cost of providing 200 additional open goods wagons on the Madras Railway. It is explained that this additional stock is required owing to the increase anticipated in the coal, timber and stone traffic and to the large decrease in the number of open wagons on the line owing to their having been replaced by covered goods wagons as they were abandoned.

2. In reply, I am to say that before considering the estimate in question the Government of India desire to be furnished with further particulars as to whether the reduction (since 1890) in the total number of goods wagons on the Madras Railway has been accepted in view of the fact that the carrying capacity of the goods stock on the line is unchanged. I am to enquire also under what circumstances the open wagons were converted into covered goods wagons and to request that a copy of any orders there may be on the subject may be furnished to this office.

Endt. by the Consulting Engineer for Rys. Madras, dated 26th May 1898, No. 1529.

Copy forwarded to the Agent and Manager, Madras Railway, for favour of remarks with reference to his letters, Nos. E. 693/101 and E. 693/196, dated 4th February and 7th March 1898.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 18th June 1898, No. E. 693/557.

In reply to your memorandum, No. 1529, dated 26th May 1898, I have the honour to inform you that the question raised by the Government of India is very fully explained in G.O., No. 1583 R., dated 10th July 1891, and in the papers and accompaniments printed with that order.

2. The total tonnage up to which renewals might be made, *i.e.*, 23,410 tons, is fixed in G.O., No. 776 of the 16th July 1889, this being subsequently increased to 24,410 tons in G.O., No. 479 R., of 5th April 1890. The proportion of covered and open wagons, viz.,—

—	Number.	Capacity.	Total.
Open goods wagons, 10 tons	800	8,000	
,, ,, 15 tons for rails	50	750	
,, ,, 16 tons for laterite ..	50	800	9,550
Covered goods wagons, 10 tons iron	400	4,000	
,, ,, 10 tons wooden ..	1,086	10,860	14,860
	2,386	..	24,410

is quoted in the 5th and 6th paragraphs of the Locomotive Superintendent's letter printed at pages 4 and 5 of the order of the 10th July 1891 already referred to.

3. The actual stock running at date is as follows :—

—	Number.	Capacity.	Total.	Short of sanction.	
				Number.	Capacity.
Open goods wagons, 10 tons	797	7,970		3	30
„ „ 15 tons for rails	50	750		..	..
„ „ 16 tons for laterite	50	800		..	..
			9,520		
Covered goods wagons, 10 tons iron	395	3,950		5	50
„ „ 10 tons wooden	1,014	10,140		72	720
			14,090		
Total ..	2,306	..	23,610	80	800

and towards replacing the shortages shown, the following steps have been taken :—

	No.	Capacity.
Covered goods wagons, wooden, constructed but not yet handed over to traffic owing to non-receipt of buffer springs. (The springs have been received within the past few days and the wagons are now being completed and turned out)	60	600
Covered goods wagons, wooden, already laid down and under order in shops and to be completed within the next few months	12	120
Total ...	72	720

and there remain still to be renewed to complete the sanction :—

	No.	Capacity.
Open goods wagons, 10 tons	3	30
Covered goods wagons, 10 tons	5	50
Total ...	8	80

4. Arrangements will be made in due course to replace these as soon as convenient.

5. Our *general* traffic has greatly increased since 1891, but we have been able to deal with it owing to the greater facilities afforded by covered goods wagons and their increased carrying capacity as compared with the open wagons formerly in use. We are, however, at times still very much pressed for covered goods stock, but with the 72 new wagons the Locomotive Superintendent hopes shortly to turn out of the shops which will bring the stock up to the number sanctioned, we expect to have sufficient to meet all our requirements for the present.

6. The case of open wagons for coal traffic, however, is different, and as emphasising the reasons already given in support of the application for 200 additional open wagons, I would point out that the Chairman, Harbour Trust, recently desired that we would be prepared to place on the north arm of the Harbour 100 or more open wagons daily for coal traffic for a week or more at a time (as required), and that the best we have yet been able to do in any one week was to send 327 wagons or an average of 54 wagons per day.

7. We are fast drifting into a state when we shall be unable to meet demands for wagons, and to comply with applications for stock at the present time much unnecessary mileage is run. I am not by any means prepared to say that the 200 wagons we have asked for will enable us to cope at all times with increasing traffic, but we do not wish to add to our stock a single wagon more than we can find use for.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 22nd August 1898, No. E 693/777.

With reference to correspondence ending with my letter, No. E 693/557 of the 18th June last, I have the honour to enclose, for your information, copy of a letter from the Company's Traffic Manager, No. A 46035/32865, dated the 19th instant, with enclosures, and to request that the sanction of Government may be communicated to me at an early date for the construction of the 200 open wagons applied for. When recently travelling between Calicut and Mettupalaiyam, I counted all the open wagons between the two places and found only 26 open wagons engaged with the West Coast service.

Enclosure No 1.

From—The Traffic Manager, Madras Railway Company.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 19th August 1898, No. A 46035/32865.

[Your No. E 693/5157 of 1st June 1898.]

Referring to correspondence ending with this office letter, No. A3/46035/32362 of 13th June last, and in reply to your letter above quoted, I beg to forward, for your information, copies of two letters which have been received from Messrs. Best & Co. complaining of the short supply of stock for the moving of their coal traffic and pointing out that they are expecting large shipments and fear a block in the Harbour yard if the coal is not moved quicker.

2. We are doing the utmost we can with our present available stock, and I bring the matter to your notice in the hope that you will see your way to obtain early sanction to the provision of the additional 200 wagons asked for.

3. I may state that the contemplated alterations in gauge of the West Coast sections of the Madras Railway will have very little practical effect upon the demands for open stock, and I trust therefore that the final sanction for these additional wagons will not be allowed to be postponed pending the settlement of the break of gauge question.

Enclosure No. 1 in No. 1.

From—Messrs. Best & Co., Madras.
To—The Traffic Manager, Madras Railway.
Dated—12th July 1898.

We have to again bring to your notice the inconvenience we are being put to by the short supply of wagons we are being furnished with and would kindly ask your immediate attention to the matter.

The following are a few of the recent instances :—

1st	July,	45	trucks requisitioned for, only	43	supplied.
4th	„	65	„ „	55	„
5th	„	57	„ „	41	„
6th	„	57	„ „	31	„
7th	„	57	„ „	28	„
11th	„	57	„ „	19	„

We may mention that we are expecting during the next few months a very considerable quantity of coal, and unless the shipments are removed promptly, there will be a block in the Harbour yard.

Enclosure No. 2 in No. 1.

From—Messrs. Best & Co., Madras.
To—The Traffic Manager, Madras Railway.
Dated—28th July 1898.

With reference to your letter of 12th instant, and your reply. No. S 70429, dated 19th idem, we regret we are compelled to again draw your attention to the inconvenience to which we are being put by not receiving the full quantity of coal wagons indented for, and we shall be glad if you will kindly issue further orders on the subject.

The following is the list of shortages during the past three days : —

14	wagons on	26th instant.
8	„	27th „
24	„	28th „

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund, 7th September 1898, No. 141/O.

With reference to the correspondence ending with your No. E. 693/777, dated 22nd August 1898, I have the honour to enquire how it would suit your requirements (pending development in connection not only with the gauge question but also with the East Coast Railway) to do as follows:—

(*a*) To build as high-sided wagons 60 of the covered goods wagons now about to be erected.

(*b*) To convert 30 of your present fuel wagons into high-sided.

(*c*) To utilize 20 of the rail trucks now in course of construction.

(*d*) To convert 50 ballast wagons, which may perhaps be practicable now that the covering of the sand ballast with stone has set free some ballast trains.

This would give you 160 high-sided wagons.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—29th September 1898, No. E. 693/930.

In reply to your letter No. 141/O, dated 7th instant, I have the honour to enclose, for your information, copies of letters from the Locomotive Superintendent and Chief Engineer. I may add to the remarks made by these officers that whenever it is known ballast wagons or fuel trucks are not required for departmental purposes they are freely used by the Traffic department. In fact without these wagons to fall back upon we could not grapple with the heavy coal and stone traffic we have to convey.

I was informed by Mr. Pendlebury a few weeks ago that the Nizam's Railway had no trucks to spare to convey coal traffic in the direction of Madras, and on hearing from me what a very limited number of open wagons had been provided for the Madras-Bezwada Railway, he seemed to regard the carriage of coal in the direction of Madras as an impossibility.

I sincerely hope and trust there will be no further delay in sanctioning the building of the open wagons we want. The coal stacks lying on the beach are daily growing, and although we endeavour to supply every available wagon we cannot meet the demand upon us, and Messrs. Best & Co. are loud in their complaints.

Enclosure No. 1.

From—The Locomotive Superintendent, Madras Railway.
To—The Agent and Manager, Madras Railway.
Dated—19th September 1898, No. B/964.

[Your No. E. 693/9037, of the 17th instant.]

I regret I do not quite understand the reference under (*a*) in the Consulting Engineer's letter referred to. The only covered goods wagons we have at present under erection are 12. which are now in the workshops, and these will be finished in the course of a week or two, With these the whole of the renewals of the old open wagons is completed, and we have no others "about to be erected."

2. With regard to (*b*), the fuel wagons are *all* wagons of the old 6-ton type. They are further considerably over 20 years old, and even if it were possible to convert them into high-sided wagons, their condition is now such that it is certainly not worth while doing this. Further until, at any rate, the conversion is completed the wagons could not be spared since they are more or less in daily use for working in fuel, and as you are aware a rule exists that whenever it does happen they are available for a few days the divisional traffic officers are authorized to make use of them. This they do freely, but beyond this I am afraid we could not go.

3. With regard to (*c*), the construction of these trucks has been stopped, *vide* your letter No. I. 200/8415, of the 30th ultimo. These vehicles are further, it has been decided, to be built in the form of timber trucks.

4. In reply to (*d*), with a few exceptions, the ballast wagons are, like the fuel wagons, of old type and of considerable age. Whether the Engineering department could spare 50 of them at once for alteration or, what it would practically amount to, renewal in the form of open wagons, I do not know, but I imagine the same difficulty would arise with regard to the withdrawal of ballast wagons, as is referred to above in the case of fuel wagons and that until the conversion is effected the ballast wagons could not without inconvenience be spared. It would not be possible to convert the old 6-ton fuel and ballast wagons into 12-ton open wagons, and all that could be done would be to condemn these and build new wagons in their place to the modern type. This, so far as I see, would not help matters.

Enclosure No. 2.

From—The Chief Engineer, Madras Railway.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 20th September 1898, No. C/1246.

Ballast wagons.

With reference to your endorsement No. E. 693/9036 of 17th current, on Consulting Engineer's No. 141/O, of 7th idem, I desire to point out that, in regard to the proposal (*d*), I do not think it would be prudent to permanently withdraw 50 ballast wagons from the Engineering department.

2. We have at present 208 ballast wagons distributed over the three districts. They are required for conveying material for the stone covering where the lead extends to several miles, and they are still required or sand ballast which it has been found necessary to add on many sections by first removing the stone covering and then replacing it.

3. These wagons, moreover, are needed for the conveyance of earth for any works at Madras itself, and this can only be economically carried out by working with two trains between Madras and Ambattúr.

4. The present number was fixed some years ago when the requirements of this department were carefully investigated and I am unable to recommend that any reduction should now be made in this item of rolling stock.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—30th September 1898, No. E. 693/938.

In continuation of my letter No. E. 693/930, of 29th instant, I have the honour to forward herewith, for your information, a copy of a letter received from Messrs. Best & Co., dated 30th idem.

I understand that the contract referred to in paragraph 4 of their letter is for 150,000 tons for the Kolar Mines, the whole of which has to be carried over this railway during the next twelve months.

Enclosure.

From—Messrs. Best & Co.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 30th September 1898.

Open coal wagons.

It is with considerable apprehension that we notice your resources are frequently severely strained by the very heavy demands we have to make on you for coal wagons.

It is, perhaps, needless for us to draw your attention to the great development of the coal trade at this port during the past few years, and there is every indication of its further expansion.

The severe object lesson learnt in Calcutta this year owing to the scarcity of coal wagons, we think, merits the serious consideration of all concerned in the trade here, so that a similar dislocation may be avoided.

For your information we may tell you that we have just concluded a very large contract for coal, the satisfactory fulfilment of which depends upon your ability to give us an ample supply of wagons daily.

We are confident we have only to draw your attention to the urgency of this matter, to secure your usual attention to it, and we beg that such steps may be taken without delay, as may seem to you best, to ensure the large and growing demands for open coal wagons being promptly and adequately met.

Order—No. 1214 Ry., dated 5th October 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W.D., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 5th October 1898, No. 1215 Ry.

I am directed, in reply to your letter, No. 155 R.S., dated the 6th May 1898, to forward a copy of a letter from the Agent Madras Railway Company, No. E. 693/557, dated the 18th June 1898, which affords the information asked for. For ease of reference copies of this Government's Proceedings, referred to in the Agent's letter, are herewith enclosed. I am also to forward a copy of a letter from the Agent to the Consulting Engineer, No. E. 693/938, dated the 30th September 1898, which, with its enclosure, refers to the great insufficiency of coal wagons. Since June last the Consulting Engineer has been endeavouring to ascertain whether something could not be done with existing ballast, timber and other stock, but apparently no relief can be looked for in this direction.

2. I am therefore instructed to reiterate the opinion of this Government expressed in my letter No. 949 Ry., dated the 29th March 1898, that the extra 200 open goods wagons are necessary, and that the estimate for their construction should be sanctioned.

3. If, however, the Government of India see any near probability of the Madras Railway metre conversion scheme between Podanur and Calicut being shortly sanctioned, it will suffice if 150 open wagons, and their estimate, Rs 2,76,000, are now sanctioned.

Read also the following paper :—

From—The Secretary to the Government of India, P.W. Dept.
To—The Joint Secretary to the Government of Madras, P.W.D., Ry. Branch.
Dated—Simla, 11th February 1899, No. 235 R.S.

I am directed to acknowledge the receipt of your letter No. 1215 Ry., dated 5th October 1898, with enclosures, and, in reply, to state that, from the information now before them, the Government of India are pleased to accord their sanction to the estimate submitted with your letter No. 494 Ry., dated 29th March 1898, amounting to Rs. 3,68,000, for the provision of 200 additional open goods wagons required to meet the anticipated increase in coal, timber and stone traffic on the Madras Railway.

2. The sanction herein conveyed is chargeable to Capital and has been registered as No. 1, Madras Railway, of 1899.

Order—No. 210 Ry., dated 22nd February 1899.

Communicated to the Agent and Manager, Madras Railway, for information.

2. This sanction has been registered as No. 39 Ry. of 1898–99.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
„ Examiner, Guaranteed Railway Accounts.
„ Consulting Engineer for Railways.

Exd. W. D'Moss.

A. 46085/30529.

Madras Railway Company,

A.37758/30490

Madras Railway Company,

Traffic Manager's Office,

Print 8 SP

Extract from a letter to the Secretary, No 2335 d/11 th November '97

Addition of 200 open wagons.

14. I beg to enclose, for the kind attention of the Board, a copy of a letter from the Acting Traffic Manager, dated the 27th September 1897, applying for an addition of 200 open goods wagons to our present stock. The circumstances under which this increase is asked for are fully set forth in this letter, and the Locomotive Superintendent in his letter of the 11th October (copy enclosed) strongly supports this application. The enclosed statement of half-yearly tonnage for the past 13 years shows that the tonnage carried over the Madras Railway has increased from tons 319,311 in June 1885 to tons 499,818 in June 1897. It is further pointed out that from 1890, the number of open wagons has decreased from 1,497 to 900 owing to their being replaced by covered ones as they are abandoned ; whereas the traffic for which this description of stock is specially intended, *viz.*, coal, stone, timber, &c., has increased five-fold. The Locomotive Superintendent estimates the cost of the additional wagons at Rs. 3,68,000, and I shall be obliged if the Board will communicate their approval to this expenditure being incurred.

Copy

-laneous traffic is now carried in covered wagons there are certain commodities such as coal, stone, lime and, to a large extent, timber and firewood, which can only be carried in open wagons. In the half year ending June 1890, we carried 5,658 tons of coal, 8,780 tons of stone and 18,818 tons of timber and firewood. I am unable to separate this latter item between traffic carried in timber trucks and in open goods wagons but we know that at least 2/3 of it consists of short timber and firewood, bamboos, etc. and is carried in open wagons.

3. In the half year ending June 1897, we carried 58,400 tons of coal, 26,462 tons of stone and 68,000 tons of timber and firewood. In 1890 there were 1,850 open wagons running on the line

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Rcvd.

No.

A. 46035/30529.

Madras Railway Company,

Traffic Manager's Office,

897.

there are now only 900.

4. The Gold Mines have rapidly been exhibiting an increas rate of development, the number of mines are all largely adding to their stamping power- which means increased consumption of coal and there are also a larger number than usual of new mines being started with capital provided to keep them at work for several years to come, and it may be taken as certain that the demands on our resources for coal, timber and stone traffic to the mines will in the next year or two, largely increase. At present we are only able to meet the demand with difficulty and the number of complaints of delay to traffic for want of stock is becoming increasingly frequent. I think, therefore, that at least 200 Open Goods Wagons should be added to our present stock with as little delay as possible and that these should be of the highest carrying capacity obtainable.

Yours faithfully,

(Sd) D. Ross- Johnson.

Ag. Traffic Manager.

ENC. No. 7 TO E. R's. C. No. 680 1898
LETTER No. 101 C/ 4 2-98
FROM Am.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

A. 46085/80529.

Madras Railway Company,
Traffic Manager's Office,
Central Station, Madras, 2nd October 1897.

5-5/

Dear Sir,

Print

Additional Open Goods Wagons.

Your No.E.693/10351 of 29th Ult.

As requested in your letter of the 29th ultimo, I enclose a statement compiled from the Capital and Revenue Accounts showing the half yearly tonnage of traffic carried during the last 15 years.

2. The last increase, in the shape of 100 Covered Goods Wagons to our stock of goods vehicles was sanctioned in 1890. Since then the total traffic carried has increased 25 % but at that time the number of open wagons sanctioned was 1,497- vide G.O. No.1583 R. dated 10th July 1891. Now the number of open goods wagons available is 900, but the traffic for which this description of stock is specially intended has, as shown in this office letter of 27th Ultimo, increased five-fo

Yours faithfully,

(Sd) D. Ross-Johnson.

Ag Traffic Manager.

The Agent and Manager,
Nayapuram.

ENC. NO. 6 TO E. R'S. C. No. 680 OF 1898
LETTER NO. 101 DT. 4.2.98
FROM Ans

(No. 1.)

No.

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, _____ 188

From

Agent and Manager.

To

Consulting Engineer for Railways.

SIR,

M.B.2025/1266.

Madras Railway.

Locomotive Superintendent's Office

Perambur Works, 11th October 1897.

Print 6.57

The Agent and Manager.

My dear Sir,

Your No: E.695/10550 of the 29th Ultimo.

There is, I think, but little doubt that the number of Open Wagons in the Company's possession is far less than it ought to be.

2. The number now appearing in the Rolling Stock statement i.e

High sided wagons, ordinary, iron 16 tons---------- 50

-do---do-----do-------- Wooden, 10 tons ---------- 800

Rail Trucks ---------- 16 tons ---------- 50

was fixed and sanctioned some years ago as sufficient to handle the mineral and other descriptions of rougher traffic then being offered and dealt with by the Company, and long before the very heavy coal traffic, which has of recent years sprung up between Madras and the Kolar Gold Fields, came into existence and which, as pointed out by the Traffic Manager, has increased ever since 1890 no less than 352 per cent.

3. There is, I suppose, no question but that the Covered Goods Wagons are far better suited for dealing with general mer -dise than the old pattern of Open Wagons which they have not -placed, but the converse is certainly not the case, and a co wagon is not only far too good and expensive a vehicle in wh carry coal, firewood, lime, timber, stones, bricks, etc: by by no means so convenient as an open wagon.

4. The Traffic Manager is perforce at present ut Covered Wagons in large numbers for the transport of coa have always been strongly of opinion that this should n Apart from the difficulties and inconveniences attend -ing a rough bulk material such as coal into a Covere

(No. 1.)

No.

MADRAS RAILWAY.

AGENT AND MANAGERS

OFFICE,

Madras, _____ 188

From

Agent and Manager.

To

Consulting Engineer for Railways.

Sir,

7 5 P

the side doors, neither the sides nor the floors of the wagons -selves are constructed to carry minerals of this kind and it i impossible to prevent these being more or less seriously damage the unavoidable rough usage they sustain in this work.

5. That the number of wagons now in the Company's possession is not sufficient to deal with the traffic now being hand is, I think, evident from the serious straits to which the Tr Department are put when any sudden rush of traffic arises, an personal knowledge I can say that the arrival of two coal shi the harbour means a bitter cry from Salt Cotaurs and a series most urgent telegrams to this office to push on with repairs out every wagon we may have in the Works.

6. So far as can be, I strive in every way possible to the Traffic wants in this respect, knowing as I do how pinched t often are for wagons and it frequently happens that repairs tha ought to be carried out have to be hurried over and more or les inefficiencly performed, or even deferred altogether for a time avoid the inevitable detention to traffic that would ensue if w kept the wagons here.

7. I have not the slightest hesitation in saying that fully endorse the Traffic Manager's application, and that the i -crease in the wagon stock for which he asks is an urgent neces -ty I am most firmly convinced. I would further suggest that save time I should send you an estimate of the cost of the wag together with an Indent for the material required. These might be sent up together with the Traffic Manager's application an matter could then be disposed of in a single reference to Go -ment.

8. Should you wish it I will get out and send you -mate and Indent.

(True Copies)

Agent and Manager.

Yours faithfully,
(Signed) C. E. Phipps.
Loco: Superinten

NO. P'S. 4 TO E. R'S. C. No. 680 OF 1898.
LETTER No. 101 D/ 4.2.98
ROM Am

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Read.

No.

E.

Total Tonnage of Goods over the Madras Railway from the Half years Ending June 1885 to June 1897.

Half years Ending	Total Tons.
June — 1885	319,311
December — " —	330,155
June — 1886	322,297
December — " —	337,999
June — 1887	356,099
December — " —	355,502
June — 1888	357,804
December — " —	369,875
June — 1889	370,690
December — " —	429,927
June — 1890	403,571
December — " —	452,920
June — 1891	413,672
December — " —	441,463
June — 1892	380,362
December — " —	419,044
June — 1893	450,790
December — " —	431,318
June — 1894	409,472
December — " —	409,945
June — 1895	431,915
December — " —	431,436
June — 1896	425,201
December — " —	456,924
June — 1897	499,818

A

ENC. NO. 5 TO E. D'S C. NO. 680 OF 1898.
LETTER NO. 101 DATED 4-2-98
FROM A

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Print 8 & 5.P

Extract from a letter from the Secretary No. 965 of 17th December '97.

Two hundred additional wagons sanctioned.

16. Replying to para. 14 of 2,335, I am to inform you that, subject to the necessary sanction of Government, the Board approve of an expenditure, estimated by the Locomotive Superintendent at Rs. 3,68,000, being incurred in making an addition of 200 open goods wagons to the present stock. The necessity for this measure is shown by the Acting Traffic Manager to be due to the large increase in the tonnage carried for the past thirteen years, and to the large decrease in the number of open wagons, owing to their having been replaced by covered wagons as they were abandoned.

Consulting Engr

A

I applied for the Board's sanction to this expendi-
-ture in para 14 of letter No.2335 dated the 11th November
1897, and their reply was communicated in para 16 of Nos.
965 dated the 17th December 1897. Copies of these paras.
with the correspondence referred to are enclosed.

Information as to provision in the budget and the
date on which sanction will lapse is given on the Estimate.
I request that the sanction of Government may be communica-
-ted to the proposed expenditure at an early date, as the
Traffic Department is much pressed by deficiency of this
description of stock.

An

An Indent on the Board for the requisite material will be submitted in the course of a few days.

I have the honor to be,

Sir,

Your most Obedient Servant,

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Read.

No.

(No. I.)

No. E 695.

MADRAS RAILWAY.

SERIAL No. 39

AGENT AND MANAGER'S OFFICE,

Madras, 7th March, 188 98.

RECEIVED 8 MAR 1898 MADRAS.

Read. 8.3.98 1140

From

The *Agent and Manager.*

Madras Railway.

To

The *Consulting Engineer for Railways.*

Madras.

SIR,

In reply to your letter No.430 of the 12th Ultimo I have the honor to inform you that the question of the most economical utilisation of our wagon power for the demands of coal and other traffic has received special attention for many years. Our Time Table contains a special coal train to be run when the traffic justifies it. We have, however, first to consider the full loading of our regular trains, but it is considered the reverse of economical to incur train mileage with the sole object of hastening the return of stock, and it has always been fully recognised by this office that unnecessary delays to rolling stock cause expensive working. The special coal train has frequently run out of Madras, but it only ran through to Jalarpet on 5 occasions in 1897 and on 5 occa-sions in 1896. It also ran on to Bowringpet 3 times in 1897 and 4 times in 1896. To have run this train freq

-ly therefore, though it would no doubt have saved some delay to the stock, would have involved unnecessary train mileage and extra expenditure.

2. The time allowed on all Railways in India for the discharge of wagons is 24 hours, and even if the 6 hours proposal were practicable, it would cause a very great outcry from the consignees of the Gold Mines, as some of them are of opinion that more than 24 hours should be allowed; nor has past experience shown that it is possible to work the wagons so quickly on to the harbour, load them and work them off again, as is suggested by you.

3. So long as the necessity for the full loading of trains and the reduction of working expenses has to be considered, so long will it be impossible to obtain anything like the theoretical maxi-mum of work out of the stock.

4. You suggest a special coal train leaving Perambur at 19.5, or say Rayapuram at 18.45. Under the former Time Table this train was timed to leave at 20.15, but this was found to be too early and many wagons had to be left over to the next day because they could not be weighed and marshalled in time. For that reason, as well as on account of the change in the timing of the mail trains, the departure time in the current Time Table was altered to 22 o' clock. It must also be remember-ed that the through load has to be broken over the ghaut and that even if this train was worked through, it could not take all the

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Read.

No.

wagons with which it started from Madras.

5. That the question of junction and terminal facilities to accelerate the movement of stock have received attention will be shown by the correspondence in your office in which extra sidings at Mullanur and extra accommodation at most of the K. G. F. R. stations have been pressed for from time to time and though these facilities, when afforded, will no doubt make it much easier to work the traffic now conducted under serious difficulties, they will not in any [illegible] prevent the necessity for the extra wagons asked for. The figures given showing the increase in the traffic between the years 1890 and 1897 (nearly 300 %) concurrently with the actual decrease in the number of open wagons available, seem to me to more than justify our present demand for additional open stock.

6. If the Gold Mines continue to open out at the same rate as they have done during the last 7 years we shall have to submit a further application for open wagons.

7. It is believed that the Nine Reefs, Balaghaut, Gold Fields and Road Block and Kempinkote Companies are on the eve of success and if this anticipation is borne out we shall have to add very considerably to our stock as the present indent for 200 wago is intended solely to meet existing difficulties.

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

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

Form No. (2.)

Consg Engineers Camera No 680 of 7.2.98
Do 1140 of 8.3.98

B/

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

No 493 Rly dt 29-3-98.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

SERIAL No. 42

120

READ the following

Print | Letter from the Agent & Manager, Madras Ry — } No. E. No. $\frac{E\,693}{101}$ dt 4 Feby 1898

Do Do — $\frac{E\,693}{156}$ dt 7 March 1898.

The Government of India will be addressed.

Jhs R 23/3/98

R. Form No. 12.

Corrg Engineers Circulr No. 680, dy 7.2.98.
Do 1140, dy 8.3.98.

B/

No. 494 R.

SERIAL No. 43

Government of Madras.

H.E. The Governor Print

draft for approval

130

Appd. A.S.H 22.3.98

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy. to the Govt. of India,

P. W. Department.

Simla

29th March 1898.

Sir,

I am directed to forward for the sanction of the Government of India an estimate amounting to Rs 3,68,000 for the construction of 200 Open Goods Wagons for the Madras Railway.

2. The following Tabular Statement shows the number of goods wagons on the inventory as it was in June 1890 and June 1897.

Year.	Total goods Stock.	Open wagons including Timber Trucks.	Other Open wagons Fuel and Ballast.	Covered goods including Cattle wagons	Miscellaneous
June 1890	3049	1975 (b)	347	710	17
+ June 1897	2862 (a)	1109 (c)	295	1419	39

(a) A large number of 8 ton Open wagons have been converted into 10 ton Covered goods hence the reduction in numbers

(b) Includes 150 Timber Trucks

(c) " 172 " "

+ Figures taken from Rolling Stock Return, which differ from the Return in the Capl Rev Account CTRS

3. The following statement shows the increase of open truck goods traffic in the 7 years 1890 to 1897.

Half-year	Coal stone Timber &c usually carried in open wagons Tons	All other descriptions of goods traffic usually conveyed in covered wagons Tons	Total Tons.
1/90	62,224	341,347	403,571
2/90	73,582	379,338	452,926
1/91	66,331	347,341	413,672
2/91	65,426	376,037	441,463
1/92	64,494	315,868	380,362
2/92	78,756	340,288	419,044
1/93	76,579	374,211	450,790
2/93	93,938	337,380	431,318
1/94	93,765	315,707	409,472
2/94	102,598	307,347	409,945
1/95	117,679	314,236	431,915
2/95	131,881	299,555	431,436
1/96	116,959	308,242	425,201
2/96	126,521	330,403	456,924
1/97	147,915	357,903	499,818

4. It will be noticed that a large number of open wagons have during the last 7 years been converted into Covered Goods. This conversion was decided on as in 1890 a large proportion of legitimate covered goods traffic was conveyed in open wagons. The number of covered goods now in use is not considered to be

148

Extract from T.M's letter to A.M. No A37738/30490 of 27.11.97.

in excess of the requirements of that class of traffic usually conveyed in covered wagons. It is to provide for the large increases in the coal and other open truck traffic that the present estimate is submitted.

5. In explaining the necessity for the increase of stock the Agent and Manager writes, "you are aware "that for years past our open stock as "it has been condemned has been "replaced in the form of covered "goods wagons, and this replace "ment is only now approaching a "conclusion, but while most mis- "cellaneous traffic is now carried "in covered wagons there are certain "commodities such as coal, stone, "lime and, to a large extent, tim- "ber and firewood, which can "only be carried in open wagons "In the half-year ending June 1896 "we carried 5,638 tons of coal, "8,730 tons of stone and 18,318 tons "of timber and firewood. I am "unable to separate this latter "item between traffic carried "in timber trucks and in open "goods wagons, but we know that

"at least 2/3 of it consists of short
"timber and firewood bamboos &c.
"and is carried in open wagons"

"In the half-year ending June
"1897 we carried 58,400 tons of coal
"26462 tons of stone and 63,000 tons of
"timber and firewood. In 1890
"there were 1,850 open wagons run
"ning on the line there are now only
"900."

"The Gold Mines have rapidly
"been exhibiting an increased rate
"of development, the numbers of mines
"are all largely adding to their
"stamping power - which means
"increased consumption of coal.
"and there are also a larger num-
"ber than usual of new mines
"being started with capital provid-
"ed to keep them at work for several
"years to come, and it may be
"taken as certain that the demands
"on our resources for coal, timber
"and stone traffic to the mines
"will in the next year or two
"largely increase. At present
"we are only able to meet the
"demand with difficulty and the
"number of complaints of delay
"in traffic for want of stock
"becoming increasingly frequent.

15
15 Sp

Para 3 of letter from Agent & Manager
Madras Ry No 196 £643 7.7..3.97

Para 5 of — do — do —

"I think, therefore, that at least
"200 open Goods Wagons should
"be added to our present stock.
"with as little delay as possible
"and that these should be of the
"highest carrying Capacity obtain
"able."

"So long as the necessity for the
"full loading of trains and the re-
"duction of working expenses has
"to be considered, so long will it
"be impossible to obtain anything
"like the theoretical maximum
"of work out of the stock"

"That the question of junction
"and terminal facilities to accele-
"rate the movement of stock have
"received attention will be shown
"by the correspondence in your
"office in which extra sidings at
"Mullanur and extra accommo
"dation at most of the K.G.F. Ry.
"stations have been pressed for
"from time to time; and though
"these facilities, when afforded,
"will no doubt make it much
"easier to work the traffic
"now conducted under serious
"difficulties, they will not in
"any way prevent the necessity

for

"the extra wagons asked for. The
"figures given showing the increase
"in the traffic between the years
"1890 and 1897 (nearly 300 %) concur-
"rently with the actual decrease
"in the number of open wagons
"available, seem to me to more
"than justify our present demand
"for additional open stock."

6. The Board of Directors have approved of the estimate. and this Government is of opinion that the increase of stock is necessary and that the estimate ought to be sanctioned.

CWW. FKS. 21/3/98

Despatched on 30/3/98

H.E 21.3.98 R 23.3.98

Public Works (1898) Department.

SERIAL No. 44

Railway

CURRENT No. 609

PP005

Print 170

From The Govt. of India

No. 155 R.S.

Dated 6th May 1898

Received } 12-5-98

Registered

Enclosures

Spare copies

Order No 1529 d 26.5.98

Copy forwarded to the Agent & Manager Madras Ry for favour of remarks with reference to his letters Nos E693/101 & E693/196 of 4th Feby: & 7th March 1898.

CWW

FKS. for ER

SUBJECT.

Estimate of the cost of providing 200 addl. Open Goods Wagons on the M Ry

Requesting to be furnished with further particulars in connection with the abo

26.5.98

To Rly Board

D.V. 24/5/98.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

All communications should be addressed to the Secretary.

Print

No. 155 R.S.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STORES.

160

JOINT SECRETARIAT
RECEIVED
12 MAY 1898

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 6th May 1898.

Sir,

I am directed to acknowledge the receipt of your letter No.494 Ry., dated 29th March 1898 forwarding, recommended for sanction, an estimate amounting to Rs.3,68,000 chargeable to Capital of the cost of providing 200 additional open goods wagons on the Madras Railway. It is explained that this additional stock is required owing to the increase anticipated in the coal, timber and stone traffic and to the large decrease in the number of open wagons on the line owing to their having been replaced by covered goods wagons as they were abandoned.

2. In reply, I am to say that before considering the estimate in question the Government of India desire to be furnished with further particulars as to whether the reduction (since 1890) in the total number of goods wagons on the Madras Railway has been accepted in view of the fact that the carrying capacity of the Goods stock on the line is unchanged. I am to enquire also under what circumstances the open wagons were converted into covered goods

goods wagons and to request that a copy of any orders there may be on the subject may be furnished to this office.

I have the honour to be,

Sir,

Your most obedient servant,

Under Secretary.

Documents accompanying:-

Nil.

M.L.M.

(No. I.)

No. E 693.

557

Returned from orig 27/6

Print

18P

MADRAS RAILWAY.

SERIAL No. 45

AGENT AND MANAGER'S OFFICE,

Madras, 18th June, 1898.

2898 20.6.98

From

The *Agent and Manager.*

Madras Railway.

To

The *Consulting Engineer for Railways.*

Madras.

SIR,

COURT SECRETARY TO GOVT. OF MADRAS RYS. REC'D 20 JUN 1898

In reply to your memorandum No.1529 dated 26th May 1898 I have the honour to inform you that the question raised by the Government of India is very fully explained in G. O. No.1585 R dated 10th July 1891 and in the papers and accompaniments printed with that order. Flag T

2. The total tonnage up to which renewals might be made i.e, tons 23,410 is fixed in G.O.No.776 of the 16th July 1892, this being subsequently increased to tons 24,410 in G.O.No.479 R of 5th April 1890. Flag K Flag S The proportion of Covered and Open Wagons, viz:-

	Number	Capacity	Total.
Open Goods Wagons, 10 tons -------	800	8000	
---------do-------15 tons for rail	50	750	
---------do------ 16 " for later	50	800	9550
Covered Goods Wagons 10 " Iron.----	400	4000	
---------do-------- 10 " Wooden.---	1086	10860	14860
	2386		24410

What c/cn 1 to June 97 capt Rec'd 17/6/98 Remarks pd

931

is quoted in the 5th and 6th paras of the Locomotive Superinten-
-dent's letter printed at pages 4 & 5 of the Order of the 10th
July 1891 already referred to.

198

5. T h e actual stock running at date is as follows:-

	Number	Capaci-ty.	Total.	short of sanction. No.	short of sanction. Capacity.
Open Goods Wagons, 10 tons ------	797	7970		3	30
-------do------- 15 " for rails.	50	750		-	-
--------do------- 16 " " laterite	50	800	9520	-	-
Cov:Goods Wagons, 10 tons Iron.	395	3950		5	50
------do------- 10 " Wooden.	1014	10140	14090	72	720
Total.	2506		23610	80	800

and towards replacing the shortages shewn, the following steps have been taken:-

	No.	Capacity.
Covered Goods Wagons, wooden, construct--ed but not yet handed over to Traf --fic owing to non receipt of buffer springs. (The springs have been re --ceived within the past few days and the wagons are now being completed and turned out.)----------	60	600.
Covered Goods Wagons wooden already laid down & under order in Shops and to be completed within the next few months.-	12	120.
	72	720

and there remain still to be renewed to complete the sanction:-

	No.	Capacity.
Open Goods Wagons, 10 tons ----------	5	50
Covered Goods Wagons, 10 tons ----------	5	50
	8	80

Arrangements

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

4. Arrangements will be made in due course to replace these as soon as convenient.

5. Our general traffic has greatly increased since 1891, but we have been able to deal with it owing to the greater facili-ties afforded by covered goods wagons and their increased carry-ing capacity as compared with the open wagons formerly in use. We are, however, at times still very much pressed for Covered Goods Stock but with the 72 new wagons the Locomotive Superintendent hopes shortly to turn out of the shops ~~in a few days and~~ which will bring the stock up to the number sanctioned, we expect to have suffi-cient to meet all our requirements for the present.

6. The case of open wagons for coal traffic, however, is different and as emphasising the reasons already given in sup-port of the application for 200 additional open wagons I would point out that the Chairman, Harbour Trust, recently desired that we would be prepared to place on the north arm of the Harbour 100 or more open wagons daily for coal traffic for a week or more at a time (as required) and that the best we have yet been able to do in any one week was to send 527 wagons or an average of 54 wagons per day.

7. We are fast drifting into a state when we shall be unable to meet demands for wagons, and to comply with applications for stock at the present time much unnecessary mileage is run. I am not by any means prepared to say that the 200 wagons we have

asked

at all times

asked for will enable us to cope with increasing traffic but we do not wish to add to our stock a single wagon more than we can find use for.

I have the honor to be,

Sir,

Your most Obedient Servant,

Agent and Manager.

(No. 1.)

No.

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 188

From

Agent and Manager.

To

Consulting Engineer for Railways.

SIR,

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

A 46035/32865. Print 23 Sept

Madras Railway Company,
Traffic Manager's Office,
Central Station, Madras, 19th August 1898.

The Agent and Manager,
Rayapuram.

Dear Sir,

Your No. C 693/5157 of 1st June 1898.

Referring to correspondence ending with this Office letter No. A 3/46035/32362 of 13th June last and in reply to your letter above quoted, I beg to forward for your information copies of two letters which have been received from Messrs. Best & Co. complaining of the short supply of stock for the moving of their Coal traffic and pointing out that they are expecting large shipments and fear a block in the Harbour yard if the coal is not moved quicker.

2. We are doing the utmost we can with our present available stock and I bring the matter to your notice in the hope that you will see your way to obtain early sanction to the provision of the additional 200 wagons asked for.

3. I may state that the contemplated alterations in gauge of the West Coast Sections of the Madras Railway will have very little practical effect upon the demands for open

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

for Railways.

Dated 188

Read.

No.

24 Sp

stock and I trust therefore that the final sanction for these additional wagons will not be allowed to be postponed pending the ~~construction~~ settlement of the break of gauge question.

Yours faithfully
(sd) F. W. Read,
Traffic Manager.

/True copy/

Agent & Manager.

S.E./

The Consg. Engineer
for Railways.
Madras.

3 ERoCNo 3920/98
477 22.8.98
Ans

MADRAS RAILWAY.

From

The Agent and Manager,
M. R. Co.,

To

The Consulting Engineer
for Railways.

Dated 188

Regd.

No.

Print 255 S.f.

Copy of letter dated 12th July 1898 from Messrs Best & Co., Madras to the Traffic Manager, Madras.

We have to again bring to your notice the inconvenience we are being put to by the short supply of wagons we are being furnished with and would kindly ask your immediate attention to the matter.

The following are a few of the recent instances:-

1st July	45	trucks	requisitioned	for	only	43	supplied.		
4th "	65	"	"	"	"	55	"	"	
5th "	57	"	"	"	"	41	"	"	
6th "	57	"	"	"	"	31	"	"	
7th "	57	"	"	"	"	28	"	"	
11th "	57	"	"	"	"	19	"	"	

We may mention that we are expecting during the next few months a very considerable quantity of coal and unless the shipments are removed promptly there will be a block in the Harbour yard.

2 3920 8
777 22.8.98

Ans

MADRAS RAILWAY.

From The Agent and Manager,
M. R. Co.,

To
The Consulting Engineer
for Railways.

Dated 188

Read.

No.

Print 265

Copy of letter dated 28th July 1898 from Messrs Best & Co, Madras, to the Traffic Manager, Madras Railway.

With reference to your letter of 12th instant, and your reply No. S 70429 dated 19th idem, we regret we are compelled to again draw your attention to the inconvenience to which we are being put by not receiving the full quantity of Coal wagons indented for, and we shall be glad if you will kindly issue further orders on the subject.

The following is the list of shortages during the past 3 days.

14 Wagons on 26th instant.
8 " " 27th " "
24 " " 28th " "

3920 8

777 22. 8. 98

Amc

MADRAS RAILWAY.

From The Agent and Manager,
M. R. Co,

To The Consulting Engineer
for Railways.

Dated 188

Rcvd.

No.

5000-15-3-8

(No. I)

No. E 693
777

SERIAL
No. 58

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 22nd August 1898.

3920
23.8.98

From Print

n 27

The Agent and Manager,
Madras Railway Company,

SECRETARY TO GOVT. OF MADRAS RYS
23 AUG. 1898
CIRCULATING

To
The Consulting Engineer for Railways.
Madras.

Sir,

With reference to correspondence ending with my letter No. E 693/557 of the 18th June last, I have the honor to enclose for your information copy of a letter from the Company's Traffic Manager No. A 11635/32866 dated the 19th instant with enclosures and to request that the sanction of Government may be communicated to me at an early date for the construction of the 200 open wagons applied for. When recently travelling between Calicut and Mettupalaiyam I counted all the open wagons between the two places and found only 26 open wagons engaged with the West Coast Service.-

I have the honor to be
Sir,
Your most obedt. Servt.
for Agent and Manager

C.S.C.
Encls: 3.

Form No. 1.

No. 141/0

SERIAL No. 63

Print 278 Copy Tue 7th Septr 1898

Madras, Tue 7th Septr 1898

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders.

1st Reminder No 141/10 dt 21/9/98.
Despd 21/9/98.

To

THE AGENT AND MANAGER, M. RY.

~~" " S. I. RY~~

" " H. H. THE N. G. S. RY.

" " AND CHIEF ENGR., N. RY.

" " S. M. RY.

" ENGR.-IN-CHIEF, R. M. RY.

~~" MANAGER, E. C. RY.~~

Reply No.———

dated———

Despatched on 7/9/98
Chief Superintendent's Office

SIR,

With reference to the correspondence ending with your No. E.69/777 dated 22nd Aug. 98. I have the honour to enquire how it would suit your requirement (pending development in connection not only with the Jangy question but also with the S. P. Ry.) to do as follows.

(a) To build on High Sided waggons 60 of the Covered goods waggons now about to be erected.

(b) To convert 30 of your present fuel waggons into High Sided,

(c) To utilise 20 of the pail trucks now in course of construction.

(d) To convert 50 ballast waggons, which may perhaps be practicable now that the Coaling of the Sand ballast with stone has set free some ballast trains.

This would give you 160 H.S. Waggons.

I have &c

Form No. 1

325

Print

Madras Railway Company,
Locomotive Superintendent's Office
No. B/964. Perambur Works, 19th September 1898.

The Agent and Manager.

My dear Sir,

Your No. E693/9037 of the 17th instant

I regret I do not quite understand the reference under (a) in the Consulting Engineer's letter referred to. The only Covered Goods wagons we have at present under erection are 12, which are now in the Workshops, and these will be finished in the course of a week or two. With these the whole of the renewals of the old open wagons is completed, and we have no others "about to be erected".

2. With regard to (b), the Fuel wagons are all wagons of the old 6 ton type. They are further considerably over 20 years old, and even if it were possible to convert them into High Sided wagons their condition is now such that it is certainly not worth-while doing this. Further until, at any rate, the conversion is completed the wagons could not be spared, since they are more or less in

daily

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Read.

No.

33 Sp

daily used for working in fuel and as you are aware, a rule exists that whenever it does happen they are available for a few days the Divisional Traffic officers are authorized to make use of them. This they do freely, but beyond this I am afraid we could not go.

3. With regard to (c) the construction of these trucks has been stopped vide your letter No. $\frac{1200}{8415}$ of the 30th ultimo. These vehicles are further, it has been decided, to be built in the form of Timber Trucks.

4. In reply to (d), with a few exceptions the ballast wagons are, like the fuel wagons, of old type and of considerable age. Whether the Engineering Department could spare 50 of them at once for alteration or, what it would practically amount to, renewal in the form of open wagons, I do not know, but I imagine the same difficulty would arise with regard to the withdrawal of ballast wagons, as is referred to above in the case of fuel wagons and that until the conversion is effected the ballast wagons could not without inconvenience be spared. It would not be possible to convert the old 6 ton fuel and ballast wagons into

12

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer

for Railways,

Dated 188

Recd.

No.

34 S/f

12 ton open wagons, and all that could be done would be to condemn these and build new wagons in their place to the modern type. This, so far as I see, would not help matters.

Yours faithfully
(sd) C. E. Phipps,
Locomotive Superintendent.

/True copy/

Agent & Manager.

Sec/

The Consulting Engineer
for Railways,
Madras.

MADRAS RAILWAY.

From The Agent and Manager, M. R. Co.,

To The Consulting Engineer for Railways

Dated 188

Read.

No.

4575 '98
29.9.98
Am 939

Print

Madras Railway Company,
No. C/1246. 30 S / Chief Engineer's Office
Madras, 20th September 1898.

The Agent and Manager.

Dear Sir,

Ballast wagons.

With reference to your endorsement No. E693/9036 of 17th current, on Consulting Engineer's No. 1141/6 of 7th idem, I desire to point out that in regard to the proposal (d) I do not think it would be prudent to permanently withdraw 50 ballast wagons from the Engineering Department.

2. We have at present 208 ballast wagons distributed over the 3 Districts. They are required for conveying material for the stone covering where the lead extends to several miles, and they are still required on sand ballast which it has been found necessary to add on many sections by first removing the stone covering and then replacing it.

3. These wagons moreover are needed for the conveyance of earth for any works at Madras itself, and this can only be

MADRAS RAILWAY.

From

The Agent and Manager,
M. R. Co.,

To

The Consulting Engineer
for Railways

Dated 188

Recd.

No.

31 Sf

economically carried out by working with 2 trains between Madras and Ambathur.

4. The present number was fixed some years ago when the requirements of this Department were carefully investigated and I am unable to recommend that any reduction should now be made in this item of rolling stock.

Yours faithfully
(sd) Henry C. West
Chief Engineer.

/True copy/

Agent & Manager.

O.S./

The Consulting Engineer
for Railways,
Madras

MADRAS RAILWAY.

From The Agent and Manager,
M. R. Co.,

To The Consulting Engineer
for Railways.

Dated 188

Read.

No.

Form No. 1.

(No. I.)

No. E. 695.

930

MADRAS RAILWAY.

SERIAL No. 65

AGENT AND MANAGER'S OFFICE,

Madras, 29th September 188 98.

From

RECEIVED 30 SEP. 1898

4515 30.9.98

To The *Agent and Manager.*
Madras Railway.

The *Consulting Engineer for Railways.*
Madras.

SIR,

In reply to your letter No. 141 dated 7th inst
-ant I have the honor to enclose for your information copie
of letters from the Locomotive Superintendent and Chief En-
-gineer. I may add to the remarks made by these Officers th
whenever it is known Ballast Wagons or Fuel Trucks are not
required for Departmental purposes they are freely used by
the Traffic Department. In fact without these wagons to
fall back upon we could not grapple with the heavy coal a
stone traffic we have to convey.

I was informed by Mr. Pendlebury a few wee
ago that the Nizam's Railway had no trucks to spare to con-
-vey Coal traffic in the direction of Madras and on hear
from me what a very limited number of open wagons had be
provided for the Madras Bezwada Railway he seemed to re
the carriage of Coal in the direction of Madras as an
impossibility.

Form No. 1.

I sincerely hope and trust there will be no further delay in sanctioning the building of the open wagons we want. The Coal stacks lying on the beach are daily growing and although we endeavour to supply every available wagon we cannot meet the demand upon us and Messieurs Best and Company are loud in their complaints.

I have the honor to be,

Sir,

Your most Obedient Servant,

C.S.C.

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Read. 188

No.

Form No. 1.

PUBLIC WORKS DEPARTMENT

Madras. 30th September. 189

The Agent and Manager,

Madras Railway Company,

Madras.

Print 36 sf

Dear Sir,

Open Coal Wagons.

It is with considerable apprehension that we notice -sources are frequently severely strained by the very heavy de we have to make on you for Coal wagons.

It is perhaps needless for us to draw your attention to great development of the Coal trade at this port during the past years, and there is every indication of its further expansion.

The severe object lesson learnt in Calcutta this year ow to the scarcity of Coal wagons, we think merits the serious cons -tion of all concerned in the trade here, so that a similar disl -tion may be avoided.

For your information we may tell you that we have j -cluded a very large contract for Coal, the satisfactory fulfilm of which depends upon your ability to give us an ample supply o wagons daily.

We are confident we have only to draw your attention urgency of this matter, to secure your usual attention to it, an beg that such steps may be taken without delay, as may seem to best, to ensure the large and growing demands for open Coal wa being pr equately met.

No 1 to 2 Rs C No 4547/98
938 dt 30.9.98
Am

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

(No. I.)

No. E.693.

938

Print

358

MADRAS RAILWAY.

SERIAL No. 66

AGENT AND MANAGER'S OFFICE

Madras, 30th September, 188

4547
1-10-98

CONSULTING ENGINEER FOR RAILWAYS
REC
1- OCT. 1998
DEPT

From The *Agent and Manager.*

Madras Railway.

To

The *Consulting Engineer for Railways.*

Madras.

SIR,

In continuation of my letter No.E.693 of 29th 930 instant, I have the honor to forward herewith for your information a copy of a letter received from Messrs Best and Co dated 30th idem.

I understand that the contract referred to in para 4 of their letter is for 150000 tons for the Kolar Mines, the whole of which has to be carried over this Rail-way during the next twelve months.

I have the honor to be,

Sir,

Your most Obedient Servant,

Agent and Manager.

Form No. 1.

R.

PUBLIC WORKS DEPARTMENT

RAILWAY BRANCH.

Papers to be read in Proceedings:—

Again G.O., dated 29th March 1898, No. 493-4 Rg

Again G.O., dated 189 , No.

Current No. 609 of 1898, dated 12.5.98, from the Govt. of Ind
Endn. 1- the Agent-Madras Rly No 1529 dt 26.5.98.
E.No " 2858 " 1898; " 26.6.98 " the Agent Madras
" " 3920 " 189 " 23.8.98 " No 1410, dated 7th Sept 1898
Endn 6 to the Agent-Madras Rly No 1410, dated 7th Sept 1898
E.No C.No 4575 of 1898 dated 30.9.98
" " 4547 " " " 1.10.98

ORDER. No 1214-Rly 4 5/10/98

The Government of India will be addressed.

Print

7/10/98

3/10/98

Letters and Memo

3/10

Letters and Memo.

R. Form No. 12.

No. 1215. Ry

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL No. 69

To

The Secy. to the Govt. of India,
P. W. Department.
Simla

Ootacamund the 5th October 189 8.

Print 380

Sir,

I am directed, in reply to your letter No. 155. R.S. dated the 6th May 98. to forward a copy of a letter from the Agent Southern R. C. No. E.693/557. dated the 18th June 98. which affords the information asked for. For ease of reference copies of the first Govt. reference to the Agent's letter are herewith enclosed. I am also to forward a copy of a letter from the Agent, S. Mahratta Ry. No. E.693/938 dated the 30th Sept. 98. which, with its enclosure, refers to the great insufficiency of Coal wagons.

Since June last the Mahratta Ry has been endeavouring to ascertain whether anything could not be done with existing Bullock trains and other stock. But apparently no relief can be looked for in this direction.

2. I am therefore instructed to reiterate the opinion of this Govt. expressed in my letter No. 949. R. dated the 29th March 98, that the extra 200 open goods waggons are necessary and that the estimate for the

Constructions should be sanctioned.

3- If however the Govt of India or any new probability of the Madras R. water question between Madras & Calicut being shortly sanctioned it will suffice if 151 open waggons, and the estimate, Rs 2,76,000, are now sanctioned.

I have &

7/10/98.

3/10/98

Despatched on 6.10.98.

Documents accompanying:-

(1) Copy of letter from Adm No. £.693/557 dy 18/6/98

(2) ——— do ——— £693/938 dy 30/9/98 with Enclos

(3) Copy of Ro No 1583R dy 10/7/91

(4) ——— do — 776R dy 16/7/89

(5) ——— do — 479R 5/4/90

Public Works (1899) Department.

Railways

CURRENT No. 255

Read again ~~the following~~:-

G.O No. 493-94 Ry dy 29/3/98

~~Letter from Govt of India No 494 Ry dy 27-3-98~~

~~Vide Agra~~

G.O No. 1214-15 Ry dy 5 Oct/98

Madras

P.W. Current No. 250 dy 20-2-99.

40P

From The Govt of India.

Order - No. 210. Ry dated 22/2/99

Communicated to the Agent & Manager M.R. for information & This question has been registered as No. 39. Ry of 1898-99.

No. 235 R.S.

Dated 11th February 1899

Received

Registered } 20-2-99.

Enclosures

Spare copies

aj Bunty R

SUBJECT.

Additional open goods waggons on the Madras Ry

Sanctioning an estimate amounting to Rs 3,68,000 for the provision of 200 ——— required to meet the anticipated increase in coal, timber & stone traffic. ———

To The Agent & Manager M.R. ✓ Secy in Dept
" Accountant & Auditor ✓
" Com Engr for Rys ✓

Despatched on 14/4/99.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

All communications should be addressed to the Secretary.

JOINT SECRETARIAT RECEIVED 20 FEB. 1899 GOVT. OF MADRAS RYS.

No. 235 R.S.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STORES.

39 P

Print

To

The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch.

Simla, the 11th February 1899.

Sir,

I am directed to acknowledge the receipt of your letter No.1215 Railway., dated 5th October 1898 with enclosures, and in reply to state that from the information now before them, the Government of India are pleased to accord their sanction to the estimate submitted with your letter No.494 Railway., dated 29th March 1898 amounting to Rs.2,68,000/-, for the provision of 200 additional open goods wagons required to meet the anticipated increase in coal, timber, and stone traffic on the Madras Railway.

2. The sanction herein conveyed is chargeable to Capital and has been registered as No.1 Madras Railway of 1899.

I have the honour to be,

Sir,

Your most obedient servant.

C.D. Tod.

Offg. Under Secretary.

Documents accompanying :-

Nil.

J.B.M.