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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue. DEPARTMENT

G.O. No. / B.P. No.	5344.	Press. / Mis.
Dated	10.9.1877	197 .

Not to be folded or roughly handled

5344
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No. 23 M. of 1877.

EXTRACT from the Proceedings of Government in the P. W. Department, (Railway), dated 16th August 1877.

Read again Government Resolution No. 14 M. (Railway), dated 11th August 1877.
Report by the Consulting Engineer for Railways, dated 13th August 1877.
Telegram from the Consulting Engineer for Railways, dated 15th August 1877.

RESOLUTION.—The engagements that have been entered into by the Bombay Government are, that 900 tons of grain shall be delivered daily at Raichore for Madras districts, and 300 tons of grain daily at Shahabad for the Nizam's line; provided that there be no delays caused by accidents, and also provided that the full quantities specified are booked by dealers for delivery at the above places. It is also to be understood that the above quantities shall be delivered for 7 days in the week.

2. The Government has also engaged that the Railway shall forward (under the reservations just specified as to accidents and booking) additional quantities to those named above, so that any short deliveries which may have taken place between the 1st and the 15th August shall be made up within three weeks from the latter date to Raichore for Madras districts, and within one month from that date to the Nizam's line.

3. The maximum number of wagons now worked over the Bhore Ghaut is about 300 daily, but to provide for the engagements noted above, and at the same time to secure that the Bombay famine districts shall not suffer from short supplies, it is necessary that arrangements shall be made to increase the number of wagons passing over the Bhore Ghaut to at least 350 daily. To do this, it is necessary that engines should be transferred from the North-East line of the Great Indian Peninsula Railway to the South-Eastern line, and the Consulting Engineer for Railways should request the Agent of the Company at once to arrange accordingly.

4. This transfer of engines will necessitate some restriction of general traffic on the Great Indian Peninsula North-Eastern line, and however reluctant the Government may be in any way to interfere with this traffic; looking to the paramount nature of the demand for food supplies to the famine districts, they have no option but to order that famine traffic shall have preference to the extent that may be needed to carry out the arrangement noted above.

5. Government trust, however, that any inconvenience that may be occasioned to the general trade will be temporary only, and will be shortly removed when the carrying capacity of the Great Indian Peninsula Railway has been augmented by the arrival of the new engines which have been ordered from England,—some of which are now on their way to this country.

6. Government also desire that the Consulting Engineer for Railways, in consultation with the Agent of the Company, will take into early consideration the necessity of indenting for an additional number of engine drivers, so that there may be a reserve to meet casualties, to replace those men who may be incapacitated by illness, and to provide for the continuous working of the line without intermission during the time the present pressure is likely to last, which will, in all probability, be during the whole of the next fair season, and possibly longer.

M. K. KENNEDY, Major-General, R. E.,
Secretary to Government.

To
The Consulting Engineer for Railways.
The Agent Great Indian Peninsula Railway Company.

No. 26 M. of 1877. P. W. D. (Railway) Poona 17th August 1877

Copy forwarded for the information of the Govt. of Madras.

No. Additional Secretary

Homewood Major General, R.E.

Fks 6797

Govt of Bombay

Dated 17 } Augt 77
Recd 20 }

Ans 26 h

Mins. September 1677 pt 33rd

Forng: Copy of Extract from the Dest in the V.C. Dept 9th Augt 77, Ans 23 h, Contng Resolution regarding Importation of Grain &c