

BACK PAPERS.

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

FURTHER PAPERS.

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

[11]
S 000-3-8-05.

ORDINARY, MS.

<i>Educational</i> DEPARTMENT. G.O., DATED <i>11-12-95</i> No. <i>925</i>
--

INDEXED.

When given for copying. $\frac{11}{2}$

[Despatch Abstract.]

Approving the proposal of the D. P. I. for making certain alterations in the College of Engineering, Warkhede & stating that the Consulting Architect will be instructed in the P. W. D. to proceed at an early date with the erection of a hundred-ton testing machine

BACK PAPER, No.

READ AGAIN ORDER OF GOVERNMENT, DATED
189 , No. , MISCELLANEOUS.

ENCLOSURES.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT

A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not paged).

N.B.—

- A — Copy in full.
- B — Not to be copied.
- P — Copy abstract only.
- Q — Copy heading only.

FURTHER PAPER, No.

62/96 (D.P. 2. return of trial) OF 189

Transf. D.P. 2. 186

7-1 279/96 186
+366/ 31-3-96

G.
24.
200-5-10-05.

Papers to be read in proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

Current No. 12 86

of 1895, dated 1st Nov, from the D.P.I.

" " 1383

" 1895, " 27th Nov, " the P.W.D.

" "

" 189 , " , "

ORDER.

M 925 d/11 Dec '95

The proposals of the D.P.I.
are approved.

Jg
7/12/95

2. The C.A. will be in-
structed in the P.W.D. to proceed
of erecting the tower at an early date
with the work immediately
and to submit the necessary
estimates for the Buildings
for sanction at an
early date.

M 925
8/12/95

7/12
2/12

To

The D.P.I. 7/12
with enclosure, recd.

-- P.W.D.

with copy of D.P.I. letter tracing.

Extension of the College of
Engineering workshop.

H.M.

(For approval)

27/12

29/12

1286
OFFICE OF THE DIRECTOR OF

PUBLIC INSTRUCTION,

Madras, 1st November 1895.

No. 11721

From

THE HONORABLE MR. D. DUNCAN, M.A., D.Sc.,

DIRECTOR OF PUBLIC INSTRUCTION,

Madras,

To

THE HONORABLE THE CHIEF SECRETARY TO GOVERNMENT,

FORT ST. GEORGE.

Through the Chief Engineer.

SIR,

The Engine intended for the College
of Engineering workshop arrived ^{about} the middle
of 1894 and was set up in the room originally
designed for it. Lieut Col. Smart, who was then
Acting Principal, apprehended that its position
was dangerous and requested Mr. Phipps, the
Locomotive Superintendent of the Madras
Railway, to inspect the College workshop and
give his opinion on the point. Mr. Phipps
considered the position of the Engine danger-
ous, and his views were generally endorsed
by the Chief Engineer who subsequently
inspected the College workshop. Mr. Phipps'
report and the Chief Engineer's note on the
Subject

Subject are submitted for information.

2. Major Love writes: "It was proposed that the Engine should be removed to the South end of the shop, and that steam should, as a temporary measure, be supplied from the present boiler room by a long steam pipe running through the building. It was intended to build a new boiler room ultimately near the Engine.

Mr. Davidson, who had in the meantime assumed charge of the Principalship from Colonel Smart, considered that there was no urgency for the removal of the engine, and the matter was allowed to lie over until my arrival. I first conferred with Mr. Phipps, pointing out that certain minor alterations in the arrangement of the engine had already been made, and enquiring whether, if certain others were effected, he would consider the engine safe. In reply Mr. Phipps stated that he would regard the engine as dangerous so long as the driving ropes from the flywheel passed back alongside of the valve gear. Mr. Chatterton remarked that

a similar arrangement holds good in the case of the engine belonging to the London Technical Institute at Finsbury, and that no accident has ever taken place there. Whatever weight may be attached to this circumstance, the fact remains that a Specialist has been called in to advise regarding the College Workshops, and that he records and re-iterates the opinion that the engine is unsafe. If any accident should occur, the responsibility for it in these circumstances would rest on me. I consider therefore that Mr. Phipps' advice must be adopted, and that the engine must be disposed so that the driving ropes from the flywheel pass away from the engine instead of alongside it.

The question then presents itself, how this alteration may best be made. The position for the engine proposed by Mr. Phipps in his report of August 1894 has many disadvantages, and is I think undesirable. The position is cramped, there would not be space for students to assemble round it to take indicator diagrams &c; the long steam pipe would be an expense and an inconvenience;

one or more of the machine tools would have to be shifted; the exhaust steam could not be delivered into the Chimney; and the location would be generally inconvenient in view of future developments in the Workshops. I suggested to Mr. Phipps that these objections might best be met by constructing a new Engine and boiler room, the shops being extended towards the south. That gentleman agreed with me that this proposal furnished the best means of meeting the requirements of the case, and he kindly prepared a plan showing an arrangement that might be made. Mr. Chatterton also accepts the proposal if the removal of the Engine from its present position is decided on. The Chief Engineer, it appears, would not object to the appropriation of the land, judging from paras 6 and 9 of his note N^o. 3297 C dated 22nd October 1894.

I have caused an estimate to be prepared in the College for an extension of the Workshops by 20 ft to the south. Space for this extension is available without encroaching on the road way

way leading to the Public Works Department offices. The extension would be divided into an Engine room 40' x 20' and a boiler room 22' x 20' as per accompanying tracing. The window opening at the south end of the present building would be cut down to the floor line and the window frames transferred to the new south wall. The advantages which the proposed arrangement will secure are:-

- (a) the safety of the engine for students' work
- (b) Convenience for experimental working
- (c) Space in the Engine room for a small dynamo which will eventually be required.
- (d) the gain of additional space in the workshop proper.
- (e) the conversion of the existing boiler room into a small forge.

I estimate the cost of the proposed extension building at Rs 7500. This figure might be reduced by about Rs 1000 if the extension were made 15 ft wide instead of 20 ft; but I recommend the larger dimension. The cost of removing engine and boiler, putting in new foundations

foundations, extending the shafting, re-arranging steam and water pipes and water tanks, converting old boiler room into forge &c may be put down roughly at Rs 1500, making a total of Rs 9000. If the proposals generally are approved, detailed estimates may be prepared, that for the building by the Consulting Architect and that for the machinery by Messrs Massey & Co."

The tracing referred to is herewith submitted.

3. The total expenditure which the alterations above suggested will involve is estimated at Rs 9000, to which should be added Rs 2000 the estimated cost of the erection of the 100-ton testing machine. The whole of the outlay may, perhaps, be kept within Rs 10000

4. I have the honour to request that the Consulting Architect may be instructed to prepare the necessary estimates for the buildings, as soon as possible, and in view of the emergency of the case to proceed with the

the work of erecting the tester in anticipation of the sanction of Government for the detailed estimates. Messrs Massey & Co will on receipt of the orders of Government, be requested to prepare the necessary estimates for the machinery. Funds have to be allotted from the Provincial Reserve, if no savings are available out of the sanctioned allotments for the current year. The additional cost, which was not anticipated, seems unavoidable and is at any rate absolutely necessary for the efficient working of the workshops.

I have the honour to be,

Sir,

Your most obedient servant,

S. Srinivasan

Director of Public Instruction

From

The Director of Public Instruction
Madras

To

The Honble the Chief Secretary
to Government
Fort St. George

DESPATCHED
NOV 1895

No. 11721
Dated 1st Nov. 1895.

Recd 3/11 } Despatched 2nd 8-0
Apr 5/11 } Enclosures 3

CHIEF SECRETARY
GOVERNMENT OF MADRAS
3 NOV 1895

Requesting that the Consulting
Architect may be instructed
to prepare estimates for
certain alterations in the
College of Engineering work-
shop.

433: 14-6-94
643: 19-9-93
509: 15-7-93
R485: 5-7-93
R467: 5-7-93
243/44: 19-6-93
777: 31-10-92
673: 12-9-92
557: 25-7-92
R61: 25-3-92

235: 23-2-92
108: 3-2-92
911: 10-12-91
867: 12-11-91
714: 14-9-91
637: 13-8-91
481: 25-6-91
297: 27-5-89

8961

Recd: 15-11-95

ru: 3⁺
(+1 Tracing)

Encl. No. 2727 of 14-11-95
Referred to the Public Works
Department for remarks.
Francis
Ag Under Secretary.

72
14/11
1383
Ed

No 3699C of 27- November
1895
Returned with the
memorandum that the
Director's proposals
have the approval
of the Chief Engineer.

J. J. J. Col. M.
Secretary to Govt
P.W.D.

Recd 24/11/95
by 29/11/95
Smt. No 1286

When given for copying
When copied
When examined
When signed.

189

READ AGAIN G.O., No.
189

DATED

CURRENT No.

ENCLOSURES TO G. No

OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT.

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