

(1) Number of pages 1710

(2) Date of repair 15. 11. 1867

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1878	Press
502. 503	Mis.
Dated 24-5-1867.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
24th June 1867*

No. 502. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 14th June 1867, No. 177:—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th June 1867, No. 206.

1. I have the honour to enclose, for the information of Government, a copy of paragraph 13 of letter No. 392, dated the 5th April, from the Secretary, as well as of a correspondence having reference to a Contract which has been entered into by the Board with Messrs. Gilkes & Co., for the conversion of old and surplus Railway chairs into bowl sleepers.

2. With a view to the probability of the Company purchasing the foundry at the expiration of the Contract, I have suggested to the Acting Chief Engineer the advisability of selecting a site in the neighbourhood of the works at Perambore.

Extract of a letter from the Secretary, Madras Railway Company, No 392, dated 5th April 1867.

Paragraph 13 The question of the best mode of turning to account the large and increasing stock of old and surplus chairs, arising from the substitution of iron for wooden sleepers, has, as you are aware, long occupied the Board's attention, and various trials and experiments have been made in India in converting those chairs into iron sleepers, the results of which were not encouraging. The receipt of your late Indents for the remaining sleepers required to complete the North-West Line and Bellary branch, appeared to open a favourable opportunity for effecting with some one of our Contractors here an arrangement for undertaking this conversion, at Madras, on terms which would secure to the Company a better price for the old metal than could be obtained in any other way. After much negotiation, a Contract has finally been entered into with Messrs Hopkins, Gilkes, & Co., by which they engage to send out the necessary men, means, and appliances, to re-melt and convert into sleepers the stock of old chairs, say to the extent of 10,000 tons. A copy of the formal Contract will be forwarded to you, but in the meantime the accompanying copy of Messrs Hopkins' offer and of our acceptance of it will sufficiently inform you of its provisions, and of the steps you will require to take for providing them with a suitable site for their foundry. You will observe that we have the option, at the conclusion of the Contract, of taking over the foundry with its apparatus; an option which, considering the constantly accruing stock of old and broken chairs and other metal, it may be found desirable to exercise. The trained labour will also then be available to us if required. The financial results of this arrangement will be to obtain for the Company a price of fully £ 2 a ton on the spot for the old metal.

(True Extract)

(Signed) R B ELWIN,
Agent and Manager.

From Messrs. HOPKINS, GILKES, & Co., to J. WALKER, Esq., dated 95, Cannon Street, London, 25th February 1867.

Referring to our conversation of to-day, we now beg to submit the following proposals, in accordance with which we shall be glad to undertake the re-casting of, say, 10,000 tons of Railway chairs now in India, and converting the same into bowl sleepers.

We will undertake to send out to India all the Foundry plant, machinery sheds, cupolas, &c., together with such skilled assistants and workmen as we may require equal to the re-casting of 50 tons of old chairs per day, and we will undertake to re-cast your old chairs after that rate, giving you one ton of bowl sleepers for every ton of old chairs, and finding all new pig iron required to make up for waste in re-casting, and to render the old metal sufficiently fluid and tough for the purpose.

Provided—That you supply us with all the coke we require as fuel, and the small coal needful for grinding into coal dust, delivering the same as well as the old chairs into our yard.

*Proceedings of the Madras Government, Public Works Department,
24th June 1867.*

That you also provide sufficient ground in a convenient locality, whereon we may erect our sheds and other apparatus, and laying a branch railway into it, and that you take delivery of the bowl sleepers in our yard on railway wagons, paying us the sum of £ 3 per ton for every ton of bowl sleepers up to the quantity of old chairs supplied to us, and the sum of £ 6 per ton for every ton of bowl sleepers above that quantity. This excess only to be equal in amount to the pig iron required to dilute the old metal.

The sleepers to be made in accordance with your specifications, both as to workmanship and tests.

The work to be inspected during the manufacture, and useless consumption of the coke supplied to us to be prevented by the amount to be used per ton being agreed upon, from time to time, by your Inspector and our Manager.

Payments of 90 per cent of the whole amounts certified by your Inspector to be made currently or at periods and in a manner to be hereafter arranged.

We further agree to offer to you first the whole plant, when this Contract shall be completed, you agreeing to make us an advance thereon equal to one-half its value on its shipment here.

We make the above proposal concurrently with our offer now before you for sleepers and tie-bars, and conditional on its acceptance.

From the Secretary, Madras Railway Company, to Messrs HOPKINS, GILKES, & Co., Middlesbro, dated 33, New Broad Street, London, 11th March 1867.

1. I beg to inform you that the Board have accepted your tender dated 14th ultimo, to supply this Company with 11,230 tons sleepers, 2,105 tons tie-bars, with the requisite gibs and cotters according to the specification dated 25th January 1867, and subject to the conditions and stipulations therein contained, at the following prices, viz —

	Delivered in London	Liver- pool.	Middles- bro.	Hartle- pool	Sunderland or Tyne.
Sleepers per ton	£ 3-16-3	4-1-9	3-7-3	3-10-6	3-11-3
Tie-bars, gibs, and cotters per ton	£ 7-16-6	8-1-6	7-7-6	7-10-9	7-11-6

2. I enclose a copy of the specification.

3. The Board have also accepted the offer contained in your letter of the 25th ultimo, to re-cast, at Madras, a quantity not exceeding 10,000 tons surplus chairs, or such smaller quantity as the Company may have available for the purpose, and convert the same into bowl sleepers, on the terms and conditions specified in your letter.

4. The Company's Solicitors will be instructed to draw up the necessary Contract, a draft of which will be submitted to you for approval in due course.

1. Submitted for the information of Government.

2. The proposed arrangements for converting the surplus stock of old chairs into bowl sleepers are, I consider, very favourable to the Railway Company. They now dispose of the old chairs at the rate of 30 Rupees per ton, but there is but a small demand for them, and there would be a poor chance of their getting rid of the large quantity on hand at that price.

3. The following is a rough estimate of the probable cost of the bowl sleepers:—

10,000 tons of old chairs at 30 Rupees per ton	RS.
3,000 tons of pig iron to dilute the old metal (supplied by Contractors), 3,000 tons coke, to be supplied by Railway Company at 33 Rupees per ton	3,00,000
Foundry and apparatus supplied by Contractors.	99,000
Estimated out-turn 12,000 tons bowl sleepers to be purchased by Railway Company at 30 Rupees per ton	3,60,000
Total	7,59,000

which would make the cost per ton Rupees 63½.

*Proceedings of the Madras Government, Public Works Department,
24th June 1867.*

4. The cost of the bowl sleepers received from England is entered in the Store Returns at 62½ Rupees per ton.

5. The two rates are therefore nearly equivalent, but the Railway Company will have the advantage of obtaining the foundry at less than half the prime cost.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 503. ORDER THEREON, 24th June 1867, No. 1,878.

RAILWAY, No. 36.

Ordered to be recorded.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

N^o. 206

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE

Madras, *June 7th* 186².

From

A. B. Lowin Esq.

Agent and Manager.

of the M.R.C.

To

Lieutenant Colonel, S. C. Anderson R.E.

Consulting Engineer for Railways

Sir,

I have the honor to Enclose
for the information of Government, a Copy
of paragraph 13 of letter No 392, dated the
5th April, from the Secretary, as well as
of a Correspondence having reference to a
Contract which has been entered into by
the Board with Messrs. Galt & Co
for the conversion of old and surplus
Railway coaches into Bomb Sleepers -

2. With a view to the propriety
of the Company purchasing the Land at the
expiration of the Contract, I have suggested
to the Acting Chief Engineer the advisability
of selecting a site in the neighborhood of
the works at Perambalur -

I have the honor to be,

Very respectfully,
A. B. Lowin
Agent and Manager

Extract of a letter from the Secretary, Madras
Railway Company to 392 dated 5th April 1867

Para. 13. The question of the best mode
of turning to account the large and increasing
stock of old and surplus chairs, arising
from the substitution of iron for wooden
sleepers, has, as you are aware, long been
fixed the Board's attention, and various
trials and experiments have been made
in India in converting those chairs into
iron sleepers, the results of which were
not encouraging. The receipt of your late
Indents for the remaining sleepers
required to complete the North West line
and Bellary Branch appeared to open a
favorable opportunity for effecting with
some one of our Contractors here an
arrangement for undertaking this
conversion at Madras on terms which
would secure to the Company a better
price for the old metal than could be
obtained in any other way. After much
negotiation, a Contract has finally been
entered into with Messrs. Hopkins Gilkes
& Co, by which they engage to send out
the necessary men, means and appliances
to remove and convert into sleepers
the stock of old chairs, say to the extent
of 10,000 tons. A copy of the formal
Contract will be forwarded to you,

19165

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

19165

Dated 7th June 1867
Recd. 11th "

No. 266

Enclosure for the information
of your copy of letter 13 of
the Secretary's letter to
392. having reference to
Contract entered into by
the Board with Messrs.
Hopkins Gilkes & Co for the conversion
of old chairs into
iron sleepers -

but in the meantime the accompanying
Copy of Messrs Hopkins' offer and of
our acceptance of it will sufficiently
inform you of its provisions, and
of the steps you will require to take
for providing them with a suitable
site for their foundry. You will
observe that we have the option at
the conclusion of the Contract of taking
over the foundry with its apparatus;
an option which, considering the
constantly accruing stock of old
and broken chairs and other metal,
it may be found desirable to exercise.
The trained labour will also then be
available to us if required. The financial
results of this arrangement will be to
obtain for the Company a price of fully
£2 a ton on the spot for the old
metal.

I am Sir, Yours faithfully

Wm. J. L. L.
Agent and Manager

Comptons

95 Cannon Street
London, 25th February 1867.
James Walker Esq.

Dear Sir,

Referring to our conversation of today,
we now beg to submit the following proposals
in accordance with which we shall be glad to
undertake the re-casting of very 10000 tons of
Railway chairs now in India and converting
the same into Bowls sleepers.

We will undertake to send out to
India all the Foundry Plant, Machinery,
Sheds, Locomotives &c, together with such skilled
Assistants and workmen as we may require
equal to the recasting of 50 tons of old chairs
per day and we will undertake to recast
your old chairs after that rate giving you
one ton of Bowl sleepers for every ton of old
chairs and finding all new pig iron required
to make up for waste in recasting and to
render the old metal sufficiently fluid
and tough for the purpose.

Provided that you supply us with all
the coke we require as fuel and the small
Coal needed for grinding into Coal dust
delivering the same as well as the old
chairs into our yard.

That you also provide sufficient
ground in a convenient locality where
we may erect our sheds and other
apparatus and laying a Branch Railway
into it and that you take delivery of
the Bowl sleepers in our yard on

Railway waggon paying in the sum of £ 3-0-0
per ton for every ton of Bowd sleepers up to
the quantity of old chairs supplied to us,
and the sum of £ 6-0-0 per ton for every ton
of Bowd sleepers above that quantity. This
excess only to be equal in amount to the
Provision required to dilute the old metal.

The sleepers to be made in accordance
with your specifications both as to workmanship
and tests.

The work to be inspected during the
manufacture and useless consumption of
the coke supplied to us to be prevented by
the amount to be used per ton being agreed
upon from time to time by your Inspector
and our Manager.

Payments of 50 per Cent of the whole
amounts certified by your Inspector to be made
currently or at periods and in a manner to
be hereafter arranged.

We further agree to offer to you
first the whole plant, when this Contract
shall be completed, you agreeing to make
us an advance thereon equal to one half
its value on its shipment here.

We make the above proposal
concurrently with our offer now before you
for sleepers and Tie Bars and
conditional on its acceptance.

We are &c.
J. Hopkins Gilkes & Co. Ld.
per Edgar Gilkes

Madras Railway Company
33 New Broad Street
London, 11th March 1867

Messrs Hopkins Gilkes & Co.
Messrs B. & Co.

Gentlemen.

I beg to inform you that the Board have
accepted your tender dated 14th ultimo to supply
this Company with 11,230 Tons sleepers, 2105 Tons Tie
Bars, with the requisite Gibs and Batteries according
to the specification dated 25th January 1867 and
subject to the Conditions and stipulations therein
contained, at the following prices, viz.

Delivered in London, River Dock, Middlesbrough, Hartlepool, Sunderland or Tyne

Sleepers per ton	£ 3-16-3 x	4-1-9 x	3-7-3 x	3-10-6 x	3-11-3
Tie Bars Gibs & Batteries per ton	7-16-6 x	8-1-6 x	7-7-6 x	7-10-9 x	7-11-6

I enclose a copy of the specification -
The Board have also accepted the
offer contained in your letter of the 25th
ultimo to recast at Madras a quantity
not exceeding 10,000 tons surplus chairs,
or such smaller quantity as the Company
may have available for the purpose, and
convert the same into Bowd sleepers, on
the terms and Conditions specified in your
letter.

The Company's Solicitors will be
instructed to draw up the necessary Contract,
a draft of which will be submitted to you
for approval in due course.

(Yours Obediently).

J. Hopkins
agent & manager.

Yours &c.
per J. William Byrne
Secretary

Comprom?

1917-

Submitted for the information
of Government.

2. The proposed arrangements
for converting the surplus stock of
old chairs into Bow sleepers, are
I consider very favorable to the Rail-
way Company. They now dispose of
the old chairs at the rate of 30 Rupees
per ton, but there is but a small de-
mand for them, and there would be
a poor chance of their getting rid of
the large quantity on hand, at that
price.

The

1917/18

3. The following is a rough estimate of the probable cost of the Bowl sleepers

10,000 tons of old chain	Rupers.
at 30 Rupers per ton	3,00,000
3,000 tons of pig iron to dilute the old metal (supplied by Contractors)	:
3,000 tons coke to be supplied by Railway Company at 33 Rupers per ton	99,000
Foundry and Apparatus supplied by Contractors	
Estimated outturn 12,000 tons bowl sleepers to be purchased by Railway Company at 30 Rupers per ton	3,60,000
<u>Total Rupers</u>	<u>7,59,000</u>
	which

which would make the cost per ton Rupers 62 1/4.

4. The cost of the bowl sleepers received from England is entered in the above Returns at 62 1/8 Rupers per ton.

5. The two rates are therefore nearly equivalent, but the Railway Company will have the advantage of obtaining the Foundry at less than half the prime cost.

Frederick Lieut. Colonel R. C.
Consulting Eng^r for Railways

No
The Secretary to Government
Public Works Department
Port Saint George.

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1898
etc. 1898.

Alfred B. Co
received - N.

1194

Spent at George's
24th June 1867 }

1867

Receipt 25/6/67

(P. 11)

21

Chas. F. Gould for June
1867. *2239*
RAILWAY DEPARTMENT.

From

The Consgr. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated *14th* June 1867.
Received *15th*

No. 177-
Chas. F. Enclosures, No.

ex-1878-24th June 1867

Observations on a
letter from the Agent &
Manager of the *St. Louis & Pacific*
having reference to a
Contract entered into
by the Board with *Wright*
Gilman & Co for the con-
version of old chairs
into Bowls sleepers
With an blue

502-503

19th June 1867 A. 20th

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1879-80	Press
504-506	Mis. —
Dated 24-6.	1867.

Not to be folded or roughly handled

By 10/11/03

*Proceedings of the Madras Government, Public Works Department,
24th June 1867.*

No. 504. Read the following letter from the Secretary to the Government of India, Public Works Department, (Establishment,) to the Secretary to the Government of Madras, Public Works Department, dated Simla, 31st May 1867, No. 800 E:—

With reference to entries Nos. 1 to 6 in the Proceedings (Establishment) of the Madras Government for the month of February 1867, I am directed to inquire whether Captain Magnay now draws his Staff Corps pay in the Military Department; and to point out that Public Works Department Circular No. 87 of 1864, does not authorize any special allowances being passed to Officers employed under its provisions.

No. 505. ORDER THEREON, 24th June 1867, No. 1,879.

ESTABLISHMENT, No. 49.

Ordered that the following letter
be sent:—

(Here enter No. 1,880, dated 24th June 1867.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

PUBLIC WORKS DEPARTMENT,
FORT SAINT GEORGE,
24th June 1867.

No. 1,880.

No 506
To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

ESTABLISHMENT, No. 50.

1. In reply to your letter of the 31st May 1867, No. 800 E, I am directed to state that Captain Magnay's Staff

Corps pay continues to be drawn in the Military Department, and that a special allowance of Rupees 200 per mensem, in addition, is passed to him from the Budget provision for temporary establishments in the Department of Public Works.

2. In explanation of the circumstances under which this special allowance was granted, I am to state that the services of an Officer of experience having been found to be absolutely necessary for the direction and supervision of the extensive works connected with the Madras Water Supply project, and no Officer being available for the duty from the regular permanent Public Works Establishment, this Government had no alternative but to look elsewhere for the executive aid that was so pressingly required. At this juncture, Captain Magnay, who had then recently returned from Europe, applied for re-employment in the Department; and as he had had nearly fourteen years' irrigational experience in the Godavery and Kistna Districts, and was otherwise well fitted for the charge of the Madras Water Works, his services were readily accepted. There was, however, at that time no vacancy in the permanent strength of the Public Works Department, and, even had a vacancy existed, it would have been of little or no advantage to an Officer of Captain Magnay's Military rank to have entered the Department in its lower grades, since, under the operation of the rules limiting the salary to be drawn in each grade as a maximum to a very inadequate amount, he would have been little of a gainer in return for the valuable services required of him. Looking to these circumstances, Captain Magnay was entertained under the provisions of the Circular of the Government of India No. 87 of 1864; and as it was not reasonable to impose a charge of such importance and magnitude upon an Officer of his standing without according to him some, although by no means a commensurate remuneration, this Government authorized the disbursement to him in the first instance of Rupees 100 per mensem, in the Order you refer to, and have since thought it only right to increase that to Rupees 200.

3. Although the Circular of the Government of India just quoted gave permission for the employment of an Officer who was willing to serve in the Department in a good climate without extra remuneration beyond his Military pay and allowances, it does not prohibit the grant of a special allowance, under special circumstances; and it is not to be expected that an Officer who, having had considerable experience, must necessarily be of some standing, and therefore probably entitled to extra allowances if serving with his Regiment, would be content to undertake such an arduous and responsible duty as that on which Captain Magnay is engaged without some pecuniary inducement.

4. I am to take this opportunity of representing how prejudicially the orders of the Government of India of the 23rd August 1865, fixing maximum salaries for the several grades of the Engineer Establishment, affect this Department, since, by the operation of those orders, which make it not worth the while of any Staff Corps Officer above the rank of a Subaltern to enter the Department, it now rarely occurs that any Officer of the Staff Corps either attempts to qualify, or seeks admission into it. So long as such prohibitory rules as are in force in the Department Public Works are not applied to other Departments, it is certain that employment in those other Departments will be preferred, wherein, with less onerous, less responsible, and less trying duties to perform, the salaries attached to each grade are fixed without reference to any arbitrary limitations, such as the maximum rules prescribe in the Department Public Works. While those rules continue in operation, this Department cannot look to have any vacancies that may occur in it filled from the ranks of the Staff Corps, although there may be many qualified Officers in that Corps available, and I am now to request that the abolition of the rules in question may be taken into consideration.

I have the honour to be,
Sir,

Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government

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N^o 8006.
Government of India
Public Works Department
Establishment

To
The Secy to the Gov. of Madras
Public Works Department

Dated 31st May 1867.

Sir,
With reference to entries Nos 1 to 6 in the Proceedings (Establishment) of the Madras Government for the month of February 1867, I am directed to enquire whether Captain Maquay now draws his staff corps pay in the military department, and to point out that Public Works Department Circular N^o 87 of 1864, does not authorize any special allowances being paid to officers employed under its provisions.

I have the honor to be
Sir
Your most obed^t serv^t

W. Dickson, Col. R. E.,
Secy to the Gov. of India

Proceedings of the Madras Government
Under date the 24 June 1867

Read the following

From The Secy to the Govt.
of India. H.E. 12800 of 31st May 1867.

Ordered that the
following letter be sent--
No. 1880
To The Secretary to the
Govt. of India. P.W.D.

Sir--
In reply to your let-
ter of the 31st May 1867, No. 8008,
I am directed to state that
Captain Magnay's Staff
Corps pay continues to be
drawn in the Military De-
partment, and that a spe-
cial allowance of Rs. 200
per mensem, in addition,
is passed to him from the
budget provision for tem-
porary establishments

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N.

Wm

27. 1867. 29th
June 1867. 22nd

From
The Secretary to the Govt.
of India

To The Secy. of Govt.

No. 1880 of 1867

22nd June 1867.

24th June 1867.

Regarding whether

whether Magnay was

drawn his staff (1867)

pay in the Military

Dept. and observing

that, similar to 1867,

was also not authorized

the grant of any special

allowance of 200 Rs.

imposed under the

provisions.

De SA

in the Department of
Public Works.

2. In explanation
of the circumstances un-
der which this special
allowance was granted,
I am to state that the
services of an Officer of
experience having been
found to be absolutely
necessary for the direction
and supervision of the
extensive works connected
with the Madras Water
Supply project, and no
Officer being available
for the duty from the re-
gular permanent Pub-
lic Works Establishment,
this Govt. had no alter-
native but to look else-
where for the executive
and that was so press-
ingly required. At

this

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this juncture, Captain
Magna, who had then
recently returned from
Europe, applied for re-
employment in the
Dept; and as he had had
nearly fourteen years
irrigational experience
in the Godavari and
Kistnah Districts, and
was otherwise well fit-
ted for the charge of the
Madras Water Works,
his services were readily
accepted. There was, how-
ever, at that time no va-
cancy in the permanent
strength of the P. W. D.,
and, even had a vacancy
existed, it would have
been of little or no advan-
tage to an Officer of
Captain Magna's mili-
tary rank to have en-
tered the Dept. in its

lower

lower grades, since, under the operation of the rules limiting the salary to be drawn in each grade as a maximum to a very inadequate amount, he would have been little of a gainer in return for the valuable services required of him. Looking to these circumstances, Captain Magnay was entertained under the provisions of the Circular of the Govt. of India No. 87 of 1864; and as it was not reasonable to impose a charge of such importance and magnitude upon an Officer of his standing without according to him some, altho' by no means a commensurate, remuneration, this Govt. authorized the disbursement to him in the first instance of

Rs:

Rs: 100 per mensem in the Order you refer to, and have since thought it only right to increase that to Rupees 200.

Although the Circular of the Govt. of India just quoted gave permission for the employment of an Officer who was willing to serve in the Dept. in a good climate without extra remuneration beyond his military pay and allowances, it does not prohibit the grant of a special allowance, under ^{special} circumstances; and it is not to be expected that an Officer who, having had considerable experience, must necessarily be of some standing, and therefore probably

Copy in a Letter to England
of 10: Sept 1867 No. 42

Pub. Works 1867 Depart.

Pro: of Govt. for India

No. 1879 & 1880

Pro: of the Madras Govt.

Dt 24th June 1867

Padding orders on a
letter from the Govt. of India,
relative to the special allowance
passed to Captain Magnay,
Executive Engineer in charge
of the Madras Water Works
Projects.

Addressing the
Govt. of India on the above
subject, and requesting
sanction to the abolition of the
rules fixing maximum
salaries for the several Engineer
grades.

No. 504-505-506.