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MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No. 2214	Press Mis.
55859	
Dated 23. 7.	1867.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
23rd July 1867.*

No. 558. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 11th July 1867, No. 198.

Read the following:—
MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram Terminus, on Tuesday the 2nd July 1867.

Present.

Lieutenant-Colonel J. C. ANDERSON, R. E., Consulting Engineer for Railways.
Captain C. M. MOBERLY, Examiner of Railway Accounts.

Mr. W. B. WRIGHT, Locomotive Superintendent, Madras Railway.

" H. BRADY, Assistant Chief Engineer, do.
" G. DARTNELL, Assistant Traffic Manager, do.
" F. CHURCH, Chief Auditor, do.
" A. K. THOMSON, Chief Accountant, do.
" R. B. ELWIN, Agent and Manager, do.

1. The undermentioned applications for advances and payments on account of "Capital" and "Revenue," submitted by the Chief Auditor, were passed:—

SOUTH-WEST LINE—CAPITAL.			
	RS.	A.	P.
Locomotive Muster Roll, ... April 1867	6,187	10	7
Construction and Maintenance, South-West Line, as per Statement, ... do.	14,413	6	7
Salaries—General Management, ... May 1867	3,612	13	10
Do. General Superintendence, ... do.	1,399	13	2
Do. Locomotive Department, ... do.	3,372	9	5
Do. Engineer, Electric Telegraph Department, ... do.	2	2	11
Do. Salt Cotaar, ... do.	61	0	5
Do. Perambore Works, ... do.	100	12	8
Do. 2nd Division, ... do.	466	5	7
Do. 3rd do. ... do.	580	9	3
Do. 4th do. ... do.	817	6	2
Contingencies—General Management, ... do.	1,542	6	3
Do. General Superintendence, ... do.	36	6	5
Abstracts of Stores purchased, ... June 1867	50,437	8	3
	83,030	15	6

SOUTH-WEST LINE—REVENUE.			
	RS.	A.	P.
Locomotive Muster Roll, ... April 1867	19,265	5	3
Construction and Maintenance, South-West Line, as per Statement, ... do.	33,615	14	6
Salaries—General Management, ... May 1867	5,213	0	11
Do. General Superintendence, ... do.	1,302	11	3
Do. Traffic and Telegraph Departments, ... do.	19,535	5	4

Carried forward—28988-8-6

*Proceedings of the Madras Government, Public Works Department,
23rd July 1867.*

		RS.	A.	P.
Salaries.—Locomotive Department, ...	do.	10,490	7	4
Do. Engineer, Electric Telegraph Department, ...	do.	652	11	6
Do. Salt Cotaar, ...	do.	41	7	7
Do. Perambore Works, ...	do.	1	11	4
Do. Madras Division, ...	do.	1,077	2	4
Do. 2nd Division, ...	do.	932	11	1
Do. 3rd do. ...	do.	1,061	2	5
Do. 4th do. ...	do.	1,010	0	4
Contingencies—General Management, ...	do.	1,230	10	4
Do. General Superintendence, ...	do.	24	14	3
Do. Traffic Department, ...	do.	1,675	6	11
		97,160	10	8

NORTH-WEST LINE—CAPITAL.

Construction and Maintenance, North-West Line, as per Statement, ...	April 1867	23,184	8	11
Salaries—General Management, ...	May 1867	5,034	12	9
Do. General Superintendence, ...	do.	4,650	6	4
Do. Engineer, Electric Telegraph Department, ...	do.	791	1	10
Do. 1st Division, North-West Line, ...	do.	230	13	9
Do. 2nd do. ...	do.	613	1	5
Do. Districts Nos. 8 to 19 ...	do.	9,540	3	6
Contingencies—General Management, ...	do.	7,008	6	1
Do. General Superintendence, ...	do.	140	7	5
		56,202	14	0

NORTH-WEST LINE—REVENUE.

Locomotive Muster Roll, ...	April 1867	3,322	7	9
Construction and Maintenance, North-West Line, as per Statement, ...	do.	2,656	12	0
Salaries—General Management, ...	May 1867	639	9	0
Do. General Superintendence, ...	do.	63	6	5
Do. Traffic and Telegraph Departments ...	do.	3,797	12	5
Do. Locomotive Department, ...	do.	1,813	9	5
Do. Engineer, Electric Telegraph Department, ...	do.	151	0	7
Do. 1st Division, North-West Line, ...	do.	450	15	10
Contingencies—General Management ...	May 1867	39	11	9
Do. General Superintendence, ...	do.	1	10	5
Do. Traffic Department, ...	do.	188	15	1
		13,125	14	8

*Proceedings of the Madras Government, Public Works Department,
23rd July 1867.*

2. The Agent and Manager submitted an application for the following cash advances for the month of July 1867 :—

	SOUTH-WEST LINE.			NORTH-WEST LINE.		
	Capital.			Capital.		
	RS.	A.	P.	RS.	A.	P.
Balance on 1st June 1867.	24,013	2	4	14,284	9	8
Amount received in June from Government.	1,00,000	0	0	80,000	0	0
Do. from other sources	76,899	9	0			
Total ...	2,00,912	11	4	94,284	9	8
Expenditure in June ...	1,05,086	8	8	1,07,578	3	10
	Cr.			Dr.		
Balance on 1st July 1867.	95,826	2	8	13,293	10	2
Estimated expenditure in July 1867.	80,000	0	0	1,10,000	0	0
				2,50,000	0	0
				19,000	0	0

3. The Agent and Manager read a letter from the Acting Chief Engineer, No. 322, dated the 26th ultimo, representing that Mr. Barnett, the Contractor, had applied to him for payment of the interest which had accrued upon the 10 per cent. deductions made from his monthly certificates, and soliciting the views of the Committee as to Mr. Barnett's right to such interest.

4. Mr. Elwin explained, that in England interest was not allowed by Companies upon sums deducted from Contractors' certificates, but stated that upon completion of the contract in a satisfactory manner, he would be prepared to consider favourably Mr. Barnett's application for interest, it being the rule upon the Madras Railway to allow interest upon the amounts deposited by Contractors, whenever the requisite security is lodged in a lump sum.

5. The Agent and Manager read a letter from the Locomotive Superintendent, No. 120 of the 1st instant, stating that he had altered some of the axle-boxes of a few engines and tenders, with a view to economise the quantity of oil used as a lubricant, and that the result had exhibited so great a saving of oil, that he requested authority to make similar alterations in the axle boxes of all engines and tenders throughout the line.

6. Mr. Wright estimated the expense at about Rupees 60 per engine and tender, or Rupees 6,360 for 106 engines and tenders.

7. After discussion, it was resolved to request the authority of Government to give effect to Mr. Wright's recommendation, the cost of such alterations being debited to Capital, as "Additional Construction."

8. The Agent and Manager read a letter from the Locomotive Superintendent, No. 121, dated the 2nd instant, reporting the circumstances connected with the loss of the boat "Midge" at Beypore, and the endeavours which were resorted to by means of the European Diver and his Assistants to recover her, and applying for sanction to the expenditure, viz., Rupees 397-10-6.

2-2-11
Carried forward-28988-8-6

*Proceedings of the Madras Government, Public Works Department,
23rd July 1867.*

9. The "Midge" was built at Beypore, at a cost of Rupees 2,505-4-7, and was used for the purpose of towing in and out of the Beypore river the rafts, barges, &c., &c., used for landing engines, heavy machinery, coke, coal, and other stores brought by sea, and for the conveyance of coolies, tackle, &c., &c., to and from the vessels and the beach.

10. After discussion it was resolved to pass the expenses incurred in endeavouring to recover the "Midge," viz., Rupees 397-10-6, and to write them off, together with the cost of the boat, to the debit of "Incidental Charges, General Management, Capital."

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

(Signed) R. B. ELWIN,
Agent and Manager, Madras Railway.

From the Locomotive Superintendent, to the Agent and Manager, dated Perambore Works,
1st July 1867, No. 120.

1. The great increase in the price of oils of late has rendered it a matter of considerable importance to economize, as far as practicable, its general use, but more especially its use as a lubricant, our consumption in oiling locomotive engines and tenders being exceedingly heavy, from the great heat of the climate. I have therefore turned my attention to the adoption of some means of reducing the expenditure in this respect, and have tried some experiments in the first instance with the axles of tenders and leading axles of engines, the axle boxes of some of which I have altered, and I find the result of the alteration to be so great a saving of oil that I would beg to be allowed to make similar alterations in the axle-boxes of all engines and tenders throughout the line. The expense of the alteration will be about Rupees 60 per engine and tender all round, and as we have 106 engines, the gross expenditure for which I shall require sanction under this head will amount to Rupees 6,360.

2. I estimate that the consumption of oil as a lubricant will be reduced about 40 per cent. by this alteration, and that an engine will in three months regular running have saved enough in oil to pay the cost of the proposed alteration.

3. If sanction is accorded to the expenditure, it should be made chargeable to Capital as "Additional Construction," being an improvement added to the original engine.

From the Locomotive Superintendent, to the Agent and Manager, dated Perambore Works, 2nd
July 1867, No. 121.

1. With reference to our conversation at the last Store Committee respecting the loss of the schooner "Midge," and to your request that I should send you a report of the circumstances, I beg to inform you that Mr. R. D. Carter (in whose charge she was) reported the fact of her going down to me shortly after it occurred.

2. The "Midge" was built at Beypore, under sanction of the Store Committee, at a cost of Rupees 2,505-4-7, for the purpose of towing in and out of the Beypore river the rafts, barges, &c., used for landing engines, heavy machinery, coke, coal and other stores brought to Beypore by sea, and for the conveyance of coolies, tackle, &c., &c., to and from the vessels.

3. By Mr. Carter's first report (No. 1), copy attached, I was under the impression that the "Midge" was irrecoverably lost, but a few days later I received Mr. Carter's letter (No. 2) suggesting the employment of the Government Diver, on receipt of which I at once went to the Master Attendant's Office, and after consultation with Mr. Dalrymple and Mr. Franklin, who were of opinion that the "Midge" could be recovered, I arranged to send the Diver with his Assistant, his diving apparatus and a professional rigger to endeavour to recover the "Midge." The

*Proceedings of the Madras Government, Public Works Department,
23rd July 1867.*

No. 559. ORDER THEREON, 23rd July 1867, No. 2,214.

RAILWAY, No. 40.

The Government sanction an expenditure of Rupees 6,360 on the proposed alterations to the axle boxes of all Engines and Tenders on the Madras Railway Company's Line, with a view of economizing the consumption of oil, and they grant authority for the sum of Rupees 2,902-15-1, referred to in paragraph 4 of the Consulting Engineer's observations being written off to "profit and loss." In the former case the charge will be debited to "Additional Construction," and in the latter to Incidental Charges, General Management, Capital," as recommended by Colonel Anderson.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.

Erd. S. T. Augustin.

2-2-11
Carried forward - 28988-8-6

31

*Proceedings of the Madras Government, Public Works Department,
23rd July 1867.*

attempt was however unsuccessful, the schooner having been broken in the first efforts to raise her, and being very heavily laden with ballast.

4. Mr. Carter's letter No. 3 is his final report of the case.

5. I asked him to report direct to you, as I considered that as Mr. Carter held charge of Stores at Beypore under you, and was neither in my department nor under my orders, he should have communicated at once with you.

6. I believe you were out on the line at the time I sent the Diver and other assistance from this. I consider myself in some degree pledged to Mr. Carter with regard to the expenditure incurred in endeavouring to save the "Midge," as I wrote to him two or three times on the subject, as he appeared timid of incurring further responsibility in the matter, and having sent over expensive European labour, it was important that it should not fail for want of the necessary local assistance. Mr. Carter's payments on this account amount to Rupees 162-10-8, and payments made by me to Rupees 234-15-10, or a total of Rupees 397-10-6, and I shall feel much obliged by your sanctioning the expenditure incurred and arranging to have the value of the "Midge" written off the Company's books.

7. I beg to annex copy of a report from the Government Diver upon his endeavours to raise the "Midge," signed by the Assistant Superintendent of Marine, and forwarded to me in a letter from Mr. Franklin.

(No. 1.)

From the Assistant Traffic Manager, to the Locomotive Superintendent, dated Beypore, 16th February 1867, No. 627.

1. I regret to have to report to you the loss of the boat "Midge" under the following circumstances.

2. As you are aware the Captain of the "E. A. Oliver" kindly undertook to overhaul and put her to rights, she being unfit to sail at the time, and accordingly had her moored alongside his own vessel. On Sunday night last she sprang a leak and went down, since then I have had Arab divers employed daily at Rupees 20 per diem in endeavouring to get cables fastened to her, which they succeeded in doing, but the ballast kept her down, the last attempt to save her was made by endeavouring to haul her up by her own cable, but the windlass to which the cable was attached gave way, every exertion that possibly could be made to save her was made, but to no purpose.

(No. 2.)

From R. D. CARTER, Esq., to the Locomotive Superintendent, dated Beypore, 21st February 1867.

1. If the Government Diver is sent here from Madras he may be able to get the ballast out of the "Midge," which would lighten her very much, we might then, with the assistance of two pattermahs, manage to get her up to the waters level, or even if we fail, would it not be worth while to attempt to save the copper with which her bottom is covered.

2. It will be for you to decide whether it is worth the expense of getting down the Government Diver to make a trial. All the ships have left.

(No. 3.)

From the Assistant Traffic Manager, to the Locomotive Superintendent, dated Beypore, 28th March 1867, No. 619.

1. Your letter No. 641, dated the 25th instant.

2. As you appear to think the particulars already furnished are not sufficient, I beg to give you all the information I am in possession of.

3. The "Midge" as you are aware, was moored alongside to the "Elizabeth A. Oliver." The Captain of which vessel kindly undertook to have her rigging and sails overhauled. On the night

Carried forward - 28988 - 8 - 6

*Proceedings of the Madras Government, Public Works Department,
23rd July 1867.*

of the 12th ultimo she sprung a leak and went down. I immediately procured the services of some Arab Divers, who, with the assistance of the Captain and crew of the "E. A. Oliver," made several attempts to raise her, but without success, her timbers appear to have been quite rotten, as when the men hauled on her cable, her windlass came right through her. The European Diver also failed in his endeavours to get her up, two rafts and all the assistance in my power were given to him.

4. I enclose bills for the amounts disbursed by me.

1. On the 28th we proceeded to Beypore to lift a yacht, and arrived there on Friday evening the 1st of March. Saturday we were busy making two rafts. Sunday do. Monday do.; and Tuesday we were detained on account of not having the ropes ready. Wednesday, after taking the rafts out and on diving, found that she was completely buried, and when examining, I found each side of her stem was completely destroyed, by the Captain of a ship trying to lift her, and through great difficulty I managed to get the chains round her, but unfortunately the chain broke by trying to lift her, being, as she was, loaded with mud and ballast.

2. Thursday we had another trial, and tried our best, but could not succeed in lifting, and on Friday we took train for Madras and arrived on Saturday morning of the 9th.

(True Copy.)

11th March 1867.

(Signed) T. E. MARSHALL,
Assistant to Superintendent of Marine.

1 Submitted to Government for approval.

2. With reference to paragraphs 5, 6, 7 of the above proceedings, I beg to annex a copy of the Locomotive Superintendent's letter describing the result of his recent experiments with an altered form of axle box in economizing the consumption of oil. The subject is so important, that I requested Mr. Wright to favour me with detailed drawings of the improved axle boxes, which will be submitted to Government with a report on the result of the further trial which it is proposed to give on a more extended scale.

3. The sanction of Government is solicited for the expenditure contemplated viz., Rupees 6,360, to be charged under the head "Additional Construction."

4. Paragraphs 8, 9, and 10. The "Midge" was built at Beypore at a cost of Rupees 2,505-4-7, for the purpose of towing in and out of the Beypore river the rafts, barges, &c., used for landing engines, heavy machinery, coke, coal, and other stores brought to Beypore by sea, and for the conveyance of coolies, tackle, &c., to and from the vessels. It sprung a leak when moored alongside a ship in the roads in February last. Every effort was made to recover her, in the first instance with Arab Divers, and afterwards with the aid of a European Diver, but without success, and the first outlay on the vessel and the cost of these operations, in all amounting to Rupees 2,902-15-1, are thus a dead loss to the Railway Company.

5. The sanction of Government is solicited to writing off the above amount to the debit of "Incidental Charges, General Management, Capital," as proposed by the Stores Committee.

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

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram
Terminus, on Tuesday the 2nd July 1867.

PRESENT.

Lieutenant Colonel J. C. Anderson, R.E. Consulting Engineer for Railways
Captain E. M. Moberly, Engineer of Railway Accounts
Mr W. B. Wright, Locomotive Superintendent, Madras Railway.

— Mr. Brady, Assistant Chief Engineer — do —
— G. Darrell, Assistant Traffic Manager — do —
— J. Shush, Chief Auditor — do —
— A. H. Thomson, Chief Accountant — do —
— P. B. Elwin, Agent and Manager — do —

The undermentioned applications for Advances and payments on account of "Capital" and "Revenue", submitted by the Chief Auditor were passed.

J. W. Lewis - Capital. Rs - as - p
6187 - 10 - 7

Locomotive Master Roll - April 1867
Construction and Maintenance, S. W. Lewis, as per Statement - April 1867

Salaries of General Management - May 1867
— do — of General Superintendence — do —
— do — of Locomotive Department — do —
— do — Engineer Electric Telegraph Dept. — do —
Carried forward - 28988 - 8 - 6

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Brought forward 28,988 - 8 - 6

Salaris - Saltfotius - May 1867	61 - 0 - 5
do - Pernambuco Works - do	100 - 12 - 8
do - 2nd Division - do	466 - 5 - 7
do - 3rd - do - do	580 - 9 - 3
do - 4th - do - do	817 - 16 - 2
Contingencies - General Management - do	1542 - 6 - 3
do - General Superintendent - do	36 - 6 - 5
Abstract of Stores purchased - June 1867	50,437 - 8 - 3
	83,030 - 15 - 6

S. W. Line - Revenue.

Locomotive & Master Roll - April 1867	17,265 - 5 - 3
Construction and Maintenance - do	33,615 - 14 - 6
S. W. Line, as per statement	
Salaris - General Management - May 1867	5213 - 0 - 11
do - General Superintendent - do	1302 - 11 - 3
do - of Staffs and Telegraph Dept - do	17535 - 5 - 4
do - Locomotive Department - do	12,490 - 7 - 4
do - Engineer Elec. Telegraph Dept - do	652 - 11 - 6
do - Saltfotius - do	41 - 7 - 7
do - Pernambuco Works - do	8 - 11 - 14
do - Madras Division - do	1077 - 2 - 4
do - 2nd Division - do	632 - 11 - 1
do - 3rd - do - do	1061 - 2 - 5
do - 4th - do - do	1040 - 0 - 4
Contingencies - General Management - do	1230 - 10 - 4
do - General Superintendent - do	24 - 14 - 3
do - Staffs Department - do	3575 - 6 - 0
	97,160 - 10 - 8

S. W. Line - Capital.

Construction & Maintenance, S. W. Line,	
as per Statement - April 1867	28,184 - 8 - 0
Salaris - General Management - May 1867	5084 - 12 - 9
do - General Superintendent - do	4660 - 6 - 14
do - Engineer Electric Telegraph Dept - do	791 - 1 - 10
	Carried forward - 38,660 - 13 - 10

71

Brought forward.	-	38 660	-	13	-	10
Salaries - 1st Division N. W. Line - May 1867	-	230	-	13	-	9
do - 2nd do do do do	-	613	-	1	-	5
do - Districts Nov 8 to 19	-	9,540	-	3	-	6
Contingencies - General Management	-	7,008	-	6	-	1
do - General Superintendence	-	149	-	7	-	5
		56,202	-	14	-	0

N. W. Line, Revenue.

Locomotive & Material Roll - April 1867	-	3,322	-	7	-	9
Construction & Maintenance, N. W. Line - do	-	2,656	-	12	-	0
do - as per Statement -	-		-		-	
Salaries - General Management - May 1867	-	1,399	-	9	-	0
do - General Superintendence	-	63	-	6	-	5
do - Traffic & Telegraph Dept.	-	3,797	-	12	-	5
do - Construction Department	-	1,813	-	9	-	5
do - Engineer's Electric Tel. Dept.	-	151	-	0	-	7
do - 1st Division N. W. Line	-	450	-	15	-	10
Contingencies - General Management	-	39	-	11	-	9
do - General Superintendence	-	1	-	10	-	5
do - Traffic Department	-	188	-	15	-	1
		13,125	-	14	-	8

2 The Agent and Manager submitted an application for the following Cash Advances for the month of July 1867.

	South West Line			North West Line		
	Capital	Revenue		Capital	Revenue	
Balance on 1st Jan. 1867	24,013 2 4	14,284 9 8		33,110 10 7	19,900 12 1	
Amount received from Jan. to June	100,000 "	80,000 "		250,000 "	150,000 "	
do from other sources	7,689 9 0	" "		203 4 10	" "	
Total Receipts	200,912 11 4	94,284 9 8		283,314 15 3	169,900 12 1	
Expended in Jan.	105,086 8 8	107,576 3 10		230,332 2 9	173,334 6 1	
Balance on 1st July 1867	95,826 2 8	13,293 10 2		52,769 12 8	34,565 6 0	
Estimated Expended in July 1867	80,000 "	110,000 "		250,000 "	190,000 "	

3. The Agent and Manager read a letter from the Acting Chief Engineer, No 322 dated the 21st ultimo, representing that Mr. Barnett, the Contractor, had applied to him for payment of the interest which had accrued upon the 10 per cent. deductions made from his monthly certificates, and soliciting the views of the Committee as to Mr. Barnett's right to such interest.

4. Mr. Owen explained, that in England interest was not allowed by Companies upon sums deducted from Contractor's certificates, but stated that upon completion of the Contract in a satisfactory manner, he would be prepared to consider favourably Mr. Barnett's application for interest, it being the rule upon the Madras Railway to allow interest upon amounts deposited by Contractors, whenever the requisite security is lodged in a lump sum.

5. The Agent and Manager read a letter from the Locomotive Superintendent, No 120 of the 1st instant, stating that he had altered some of the axle-boxes of a few Engines and Tenders, with a view to economise the quantity of oil used as a lubricant, and that the result had exhibited so great a saving of oil, that he requested authority to make similar alterations in the axle-boxes of all Engines and Tenders throughout the Line.

6. Mr. Wright estimated the expense at about Rs 60 per Engine and Tender, or Rs 1200 per pair.

Rupers 11360 for 106 Engines and Tenders.

7. After discussion, it was resolved to request the authority of Government to give effect to Mr. Wright's recommendation, the cost of such alterations being debited to Capital, as "Additional Construction."

8. The Agent and Manager read a letter from the Local Motion Superintendent, dated the 2nd instant, reporting the circumstances connected with the loss of the boat "Mudge" at Poypore, and the ludicrous which were resorted to by means of the European Davis and his Assistants to recover her, and applying for sanction to the expenditure, viz Rupers 397-10-6.

9. The "Mudge" was built at Poypore at a cost of Rupers 255-4-7, and was used for the purpose of towing in and out of the Poypore River, the Kusti, barges, &c, &c used for landing Engines, heavy machinery, &c, &c, and other stores brought by sea, and for the conveyance of Coolies, fuel, &c, &c, to and from the vessels, and the Beach.

10. After discussion, it was resolved to pass the expenses incurred in endeavoring to recover the "Mudge", viz Rs. 397-10-6 and to write them off, together with the cost of the boat to the debit of "Accidental Charges." General Management, Capital.
Consulting Engineer for Railways.
Agent and Manager, Madras Railway.

N^o 120.

Madras Railway Company
Locomotive Superintendent's Office
Perambore Works
1st July 1867

Dear Sir,

The great increase in the price of oil of late has rendered it a matter of considerable importance to economise as far as practicable its general use, but more especially its use as a lubricant, our consumption in oiling Locomotive Engines and Tenders being exceedingly heavy, from the great heat of the climate. I have therefore turned my attention to the adoption of some means of reducing the expenditure in this respect, and have tried some experiments in the first instance with the axles of Tenders and leading axles of Engines, the axle-boxes of some of which I have altered, and find the result of the alteration to be so great a saving of oil that I would beg to be allowed to make similar alterations in the axle-boxes of all Engines and Tenders throughout the Line. The expense of the alteration will be about Rupees 60 per Engine and Tender all round, and as we have 106 Engines the gross expenditure for which I shall require sanction under this head will amount to Rupees 6360—

I estimate that the consumption of oil as a lubricant will be reduced about 40 per cent by this alteration, and that an Engine will in 3 months regular running have saved enough in oil to pay the cost of the proposed alteration.

Y^{rs}

If sanction is accorded to the
expenditure it should be made chargeable
to Capital as "Additional Construction" being
an improvement added to the original Engine.

Yours &c
Signed H. O. Wright
Locomotive Superintendent

To
The Agent and Manager

True copy
W. J. L. W.
Agent and Manager

Amper

N^o 121.

Madras Railway Company,
Locomotive Superintendent's Office,
Perambore Works, 2^d July 1867

Dear Sir,

With reference to our conversation at the last Store Committee respecting the loss of the Schooner "Midge," and to your request that I should send you a report of the circumstances, I beg to inform you that Mr. B. D. Carter in whose charge she was reported the fact of her going down to me shortly after it occurred.

2 The "Midge" was built at Beypore, under sanction of the Store Committee, at a cost of Rupees 2,505. 4. 7, for the purpose of towing in and out of the Beypore river, the rafts, barges, &c., used for landing engines, heavy machinery, boats, coal and other stores brought to Beypore by sea, and for the conveyance of coolies, tackle, &c., to and from the vessels.

3 By Mr. Carter's first report p^o 1 copy attached. I was under the impression that the "Midge" was irretrievably lost, but a few days later I received Mr. Carter's letter p^o 2 suggesting the employment of the Government Diver on receipt of which I at once went to the Master Attendant's Office, and after consultation with Mr. Dalrymple and Mr. Franklin, who were of opinion that the "Midge" could be recovered, I arranged to send the Diver with his Assistant, his diving apparatus and a professional rigger to endeavour to recover the "Midge". The attempt was however unsuccessful, the schooner having been broken in the first efforts to raise her and being very heavily laden with ballast.

4 Mr. Carter's letter p^o 3 is his final report of the case.

5 I rested him to report direct to you as I considered that as Mr. Carter held charge of stores at Beypore under you and was neither in my Department nor under my

19/6/67 M. A.

orders, he should have communicated at once with you.
to. I believe you were out on the Line at the time I
sent the Diver and other assistance from this. I considered
myself in some degree pledged to Mr. Carter with regard
to the expenditure incurred in endeavouring to save the
"Midge", as I wrote to him 2 or 3 times on the subject, as
he appeared timid of incurring further responsibility in
the matter, and having sent over expensive European labour,
it was important that it should not fail for want of the
necessary local assistance. Mr. Carter's payments on this
account amount to Rupees 162¹⁰ 8, and payments made
by me to Rupees 234¹⁵ 10, or a total of Rupees 397¹⁰ 6,
and I shall feel much obliged by your sanctioning the
expenditure incurred and arranging to have the value of the
"Midge" written off the Company's Books.

I beg to annex copy of a report from the Government
Diver upon his endeavours to raise the "Midge", signed by
the Assistant Superintendent of Marine and forwarded to me
in a letter from Mr. Franklin.

Yours faithfully,
Signed M. B. Wright
Locomotive Superintendent

To The Agent and Manager.

Madras Railway
Assistant Traffic Manager's Office
Beyfore, 16th February 1867.

My dear Sir,

I regret to have to report to you the loss of the Boat
"Midge" under the following circumstances

As you are aware the Captain of the "E. A. Oliver"
kindly undertook to overhaul and put her to rights, she
being unfit to sail at the time, and accordingly had her

moored alongside his own vessel. On Sunday night last she
sprang a leak and went down, since then, I have had Arab
Divers employed daily at Rupees 20 per diem in endeavour-
ing to get cables fastened to her, which they succeeded in
doing, but the ballast kept her down, the last attempt to
save her was made by endeavouring to haul her up by her
own cable, but the windlass to which the cable was attached
gave way, every exertion that possibly could be made to save
her was made, but to no purpose.

Yours faithfully,
Signed R. D. Carter
Assistant Traffic Manager

M. B. Wright Esquire,
Locomotive Superintendent

Beyfore, 21st February 1867.

My dear Wright,

If the Government Diver is sent here from
Madras he may be able to get the ballast out of the
"Midge" which would lighten her very much, we might
then with the assistance of two Pattermahs manage to get
her up to the water level, or even if we fail, would it not
be worth while to attempt to save the copper with which her
bottom is covered.

It will be for you to decide whether it is worth the
expense of getting down the Government Diver to make
a trial. All the ships have left.

Yours faithfully,
Signed R. D. Carter

Beyfore, 28th March 1867

C 149

My dear Sir,

Your letter of 14th stated the 25th instant. As you
appear to think the particulars, already furnished, are
the

not sufficient, I beg to give you all the information I am in possession of.

The "Midge" as you are aware was moored along side to the "Elizabeth A. Oliver." The Captain of which vessel kindly undertook to have her rigging and sails overhauled. On the night of the 12th instant she sprung a leak and went down. I immediately procured the services of some Arab Divers, who with the assistance of the Captain and crew of the "E. A. Oliver," made several attempts to raise her, but without success, her timbers appear to have been quite rotten, as when the men hauled on her cable, her windlass came right through her. The European Diver also failed in his endeavours to get her up, 2 Rafts and all the assistance in my power were given to him.

I enclose Bills for the amounts disbursed by me.

Yours faithfully,

Signed R. D. Carter
Assistant Traffic Manager.

M. B. Wright Esquire.

Locomotive Superintendent.

True Copies/

Signed Rich^d Woolley

2/7/67

11th March 1867

On the 28th we proceeded to Baypoire to lift a yacht, and arrived there on Friday evening the 1st of March. Saturday we were busy making two rafts; Sunday. do; Monday. do.; and Tuesday we were detained on account of not having the ropes ready. Wednesday, after taking the rafts out and on diving, found that she was completely buried, and when examining, I found each side of her stem was completely destroyed, by the Captains of a

sheep trying to lift her, and through great difficulty I managed to get the chains round her, but unfortunately the chain broke by trying to lift her being, as she was, loaded with mud and ballast.

Thursday we had another trial, and tried our best, but could not succeed in lifting, and on Friday we took train for Madras and arrived on Saturday morning of the 9th.

True Copies/
Signed J. E. Marshall,
Assistant to Superintendent of Marine

True Copies/

Signed J. E. Marshall
Agent and Manager.

Complete!

1 Submitted to Government for approval.

2 With reference to paras 5, 6, 7 of the above proceedings, I beg to annex a copy of the Locomotive Superintendent's letter describing the result of his recent experiments with an altered form of axle box in economizing the consumption of oil. The subject is so important, that I requested Mr. Wright to favor me with detailed drawings of the improved axle boxes, which will be submitted to Government with a report on the result of the further trial which it is proposed to give on a more extended scale.

3 The sanction of Government is solicited for the expenditure contemplated namely Rupees 6,360 to be charged under the

10/25/91

the head "additional construction."

Peras 8, 9, 10. The "Midge" was built at Beypore at a cost of Rupees 2,505-4-7, for the purpose of towing in and out of the Beypore River the rafts barges &c., used for landing Engines, heavy Machinery, Coke, Coal and other Stores brought to Beypore by sea, and for the conveyance of Coolies, tackle &c. to and from the vessels. It sprung a leak when moored alongside a Ship on the roads in February last. Every effort was made to recover her, in the first instance with Arab Divers, and afterwards with the aid of a European Diver, but without success, and the first outlay on the vessel and the cost of these operations, in all amounting to Rupees 2,902-15-1, are there

21867 Del
Pro: of South for July
1867
2591
RAILWAY DEPARTMENT.

From
The Consgr. Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

Dated *11th* July 1867.
Received *13th*

No. 198-
Enclosures, No. 3 ✓

Observations on
minutes of meeting
held at the Asst.
Manager's Office on
the 2^d July/67 -
ex 2214-23 July 1867

2538

C. 152 July 1867 A. 187

161
thus a dead loss to the Railway Company.
5 The Sanction of Government is
solicited to writing off the above
amount to the debit of "Incidental
charges, General Management &
Capital," as proposed by the Stores
Committee.

Machas
11th July 1867

J. Anderson Lieut Colonel R.E.
Consulting Engineer
for Railways.

To
The Secretary to Government
Public Works Department
Fort Saint George.

Public Works Department.

2214

No. 2214

PROCEEDINGS of the MADRAS GOVERNMENT. 0
Under date the 23rd July 1867.

Read the following

From the Joint Engineer for
Railways

(Here enter No. 198 dated 11th July/67)

11
WMA

The Government sanction an expenditure of Rs. 6300 on the proposed alterations to the axle boxes of all Engines and Tenders on the Madras Railway Company's Line, with a view of economizing the consumption of oil, and they grant authority for the sum of Rs. 2900-15-1, referred to in para 4 of the Consulting Engineer's observations being written off to profit and loss. On the former case, the charge will be debited to "additional construction"

192

67

and in the letter to
"Incidental charges, General
Management, Capital," as
recommended by Coll
Anderson.

P. W. 186 . Department.

No.

PROCEEDINGS OF GOVERNMENT.

Dated

W.H.

To
The Consulting Engineer
for Railways ✓

Sept 24/7/67

Pub: Month 1867 Depart.

Pro: of Govt for July

No 2214

Pro: of the Madras Govt

Of 23rd July 1867

Passing orders on the
Pro: of Railway making held
on the 2nd July 1867.

No 558-559

558-559