

(1) Number of pages 10
(2) Date of repair 23-6-48
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

P. W. DEPARTMENT.

G.O. No.	1240.	Press Mis.
413-14		
Dated	23-4-1868.	

Not to be folded or roughly handled

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Proceedings of the Madras Government, Public Works Department.
23rd April 1868.

No. 413. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st March 1868, No. 114 :—

1. Referring to the sanction accorded in G. O., dated the 23rd July last, No. 2,214, to an expenditure of Rupees 6,360 in carrying out certain alterations, proposed by the Locomotive Superintendent, to the axle-boxes of the engines and tenders upon the Madras Railway,

I have the honor to submit a letter* from the Agent, giving cover to a report from the Locomotive Superintendent upon the result of that expenditure.

2. As remarked by Mr. Elwin, the report speaks for itself; and I have no doubt that the Government will learn with great satisfaction that the result of the measures recommended by Mr. Barton Wright, while only partially carried out, has been to reduce the consumption of oil during last month by no less a sum than Rupees 1,798. At this rate the annual saving under this head will be above Rupees 21,000, and I have no doubt that during the hot months, when the alterations have been made to all the engines and tenders, the sum saved will be considerably more than at present.

3. I consider that the results now reported reflect great credit upon Mr. Barton Wright.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 30th March 1868, No. 107.

1. In accordance with the request contained in your letter of the 28th January, No. 24, I have the honor to furnish copy of a report* received to-day from the Locomotive Superintendent, showing the result of the alteration

in the axle-boxes of the engines and tenders as authorized by Government in July 1867.

2. The report speaks for itself, and does Mr. Barton Wright great credit.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 28th March 1868, No. 73.

1. With reference to the Consulting Engineer's letter, No. 24, dated 28th January, calling for a report on the result of the alteration of the axle-boxes of the engines and tenders authorized in G. O., No. 2,214, dated the 23rd July 1867, I have the honor to submit a tabular statement prepared with the view of comparing the consumption of oil for running purposes during the months of February 1866, February 1867, and February 1868.

	Total miles including shunting, &c.	Oil issued in the month.	No. of Engines altered.	No. of Engines running.
		lbs.		
February 1866	122,653	14,524	None.	68
Do. 1867	126,129	11,044	20	72
Do. 1868	129,480	5,743	61	73

2. It will be seen by the above that, in the month of February 1866, all the engines were running with the original or ordinary axle-boxes; in February 1867, out of seventy-two running engines twenty only were fitted with the altered axle-boxes; whilst in February 1867, sixty-one out of seventy-three engines were so fitted.

*Proceedings of the Madras Government, Public Works Department,
23rd April 1868.*

3. The decrease in the consumption of oil is very considerable, there being, notwithstanding a slightly increased mileage, a decrease of 3,480 lbs. in the month of February 1867, resulting from the alteration of twenty engines only, the first engines altered being those which were the greatest consumers of oil, whilst in February 1868, with a still higher mileage, the decrease in the consumption is 8,781 lbs., being the result of the alteration of sixty-one out of seventy-three running engines and tenders.

4. Taking the gross consumption of oil in February 1866 in connexion with the mileage performed, as representing a fair average of the consumption, and making this the basis for calculation (this period being immediately anterior to the first experiments with the altered axle-boxes), it will be seen that the mileage performed in February 1867 would have justified an expenditure of 14,935 lbs. of oil, whereas with twenty of the engines altered the consumption was only 11,044, or a saving of 3,891 lbs. of oil. Considering the small proportion of engines altered, this reduction is very remarkable, but this may be attributed, in a great measure, to the fact of these engines having been very heavy oil-consumers previous to the alteration, in consequence of an unusually great tendency in some of the axle-bearings to get hot, which tendency the modification of the axle-boxes has completely overcome, and a hot engine or tender axle is now of very rare occurrence on our line.

5. Computing, on the same basis, the saving of oil in February 1868, it will be seen that the mileage performed would justify an expenditure of 15,332 lbs. of oil, whereas with sixty-one out of seventy-three running engines altered, the actual consumption was only 5,743 lbs., or a saving of 9,589 lbs. of oil.

6. The price at which oil is issued to our engines is 3 Annas per lb., and supposing the expenditure, during the months taken for comparison, to represent a fair average of the consumption, the saving effected will be found to have been Rupees 1,797-15-0 in the month of February 1868 as compared with that month in 1866.

7. I have taken last month for comparison, as it affords the opportunity of seeing the effect of the largest proportion of engines and tenders altered. I expect that by May or June every engine on the line will have been fitted in the same manner, and it will then be interesting to compare the consumption of oil during the hot months of this year with those of previous years.

No. 414. ORDER THEREON, 23rd April 1867, No. 1,240.

RAILWAY, No. 37.

The Government are much pleased to observe the success which has attended the alterations recently made to the axle-boxes of some of the engines and tenders in use upon the Madras Railway, and they concur in opinion with the Consulting Engineer that the results reported in the papers above recorded are very creditable to Mr. Barton Wright, the Company's Locomotive Superintendent.

(True Extract.)

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

To the Consulting Engineer for Railways.
Editors' Table.

Exd. S. T. Augustin.

*Proceedings of the Madras Government, Public Works Department,
23rd April 1868.*

No. 413. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st March 1868, No. 114:—

1. Referring to the sanction accorded in G. O., dated the 23rd July last, No. 2,214, to an expenditure of Rupees 6,360 in carrying out certain alterations, proposed by the Locomotive Superintendent, to the axle-boxes of the engines

and tenders upon the Madras Railway,

* No. 107, dated 30th March.

I have the honor to submit a letter* from the Agent, giving cover to a report

from the Locomotive Superintendent upon the result of that expenditure.

2. As remarked by Mr. Elwin, the report speaks for itself; and I have no doubt that the Government will learn with great satisfaction that the result of the measures recommended by Mr. Barton Wright, while only partially carried out, has been to reduce the consumption of oil during last month by no less a sum than Rupees 1,798. At this rate the annual saving under this head will be above Rupees 21,000, and I have no doubt that during the hot months, when the alterations have been made to all the engines and tenders, the sum saved will be considerably more than at present.

3. I consider that the results now reported reflect great credit upon Mr. Barton Wright.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 30th March 1868, No. 107.

1. In accordance with the request contained in your letter of the 28th January, No. 24, I have the honor to furnish copy of a report* received to-day from the Locomotive Superintendent, showing the result of the alteration

No. 73, dated 23th March 1868.

in the axle-boxes of the engines and tenders as authorized by Government in July 1867.

2. The report speaks for itself, and does Mr. Barton Wright great credit.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 28th March 1868, No. 73.

1. With reference to the Consulting Engineer's letter, No. 24, dated 28th January, calling for a report on the result of the alteration of the axle-boxes of the engines and tenders authorized in G. O., No. 2,214, dated the 23rd July 1867, I have the honor to submit a tabular statement prepared with the view of comparing the consumption of oil for running purposes during the months of February 1866, February 1867, and February 1868.

	Total miles including shunting, &c.	Oil issued in the month.	No. of Engines altered.	No. of Engines running.
		lbs.		
February 1866	122,653	14,524	None.	63
Do. 1867	126,129	11,044	20	72
Do. 1868	129,480	5,743	61	73

2. It will be seen by the above that, in the month of February 1866, all the engines were running with the original or ordinary axle-boxes; in February 1867, out of seventy-two running engines twenty only were fitted with the altered axle-boxes; whilst in February 1867, sixty-one out of seventy-three engines were so fitted.

Proceedings of the Madras Government, Public Works Department,
23rd April 1868.

3. The decrease in the consumption of oil is very considerable, there being, notwithstanding a slightly increased mileage, a decrease of 3,480 lbs. in the month of February 1867, resulting from the alteration of twenty engines only, the first engines altered being those which were the greatest consumers of oil, whilst in February 1868, with a still higher mileage, the decrease in the consumption is 8,781 lbs., being the result of the alteration of sixty-one out of seventy-three running engines and tenders.

4. Taking the gross consumption of oil in February 1866 in connexion with the mileage performed, as representing a fair average of the consumption, and making this the basis for calculation (this period being immediately anterior to the first experiments with the altered axle-boxes), it will be seen that the mileage performed in February 1867 would have justified an expenditure of 14,935 lbs. of oil, whereas with twenty of the engines altered the consumption was only 11,044, or a saving of 3,891 lbs. of oil. Considering the small proportion of engines altered, this reduction is very remarkable, but this may be attributed, in a great measure, to the fact of these engines having been very heavy oil-consumers previous to the alteration, in consequence of an unusually great tendency in some of the axle-bearings to get hot, which tendency the modification of the axle-boxes has completely overcome, and a hot engine or tender axle is now of very rare occurrence on our line.

5. Computing, on the same basis, the saving of oil in February 1868, it will be seen that the mileage performed would justify an expenditure of 15,332 lbs. of oil, whereas with sixty-one out of seventy-three running engines altered, the actual consumption was only 5,743 lbs., or a saving of 9,589 lbs. of oil.

6. The price at which oil is issued to our engines is 3 Annas per lb., and supposing the expenditure, during the months taken for comparison, to represent a fair average of the consumption, the saving effected will be found to have been Rupees 1,797-15-0 in the month of February 1868 as compared with that month in 1866.

7. I have taken last month for comparison, as it affords the opportunity of seeing the effect of the largest proportion of engines and tenders altered. I expect that by May or June every engine on the line will have been fitted in the same manner, and it will then be interesting to compare the consumption of oil during the hot months of this year with those of previous years.

No. 414. ORDER THEREON, 23rd April 1867, No. 1,240.

RAILWAY, No. 37.

The Government are much pleased to observe the success which has attended the alterations recently made to the

axle-boxes of some of the engines and tenders in use upon the Madras Railway, and they concur in opinion with the Consulting Engineer that the results reported in the papers above recorded are very creditable to Mr. Barton Wright, the Company's Locomotive Superintendent.

(True Extract.)

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

No. 415. (Docket No. 1,241, dated 23rd April 1868.)

Copy of the above forwarded to the Secretary to the Government of India in the Public Works Department for information.

(True Extract.)

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

Ed. S. T. Augustin.

No 73.

Madras Railway Company,
Locomotive Superintendents Office,
Pernambore Works.
28th March 1868.

Dear Sir.

With reference to the Consulting Engineer's letter, No 24 dated 28th January, calling for a report on the result of the alteration of the axle-boxes of the Engines and Tenders authorized in P.O. 2214 dated the 23rd July 1867. I have the honor to submit a Tabular Statement prepared with the view of comparing the Consumption of Oil for running purposes during the months of February 1866, February 1867 and February 1868.

	Total Miles including shunting &c.	Oil issued in the month lbs.	No of Engines altered	No. of Engines running
February 1866	122,653	14,524	None	68
February 1867	126,129	11,044	20	72
February 1868	129,480	5,743	61	73

It will be seen by the above that in the month of February 1866 all the Engines were running with the original or ordinary axle-boxes, in February 1867 out of 72 running Engines 20 only were fitted with the altered axle-boxes, whilst in February 1867 61 out of 73 Engines were so fitted.

The decreases in the Consumption

of Oil is very considerable, there being, notwithstanding a slightly increased mileage, a decrease of 3480 lbs in the month of February 1867, resulting from the alteration of 20 Engines only, the first Engines altered being those which were the greatest Consumers of Oil, whilst in February 1868, with a still higher mileage, the decrease in the Consumption is 8781 lbs, being the result of the alterations of 66 out of 73 running Engines and Tenders.

11. Taking the gross Consumption of Oil in February 1866 in connection with the mileage performed as representing a fair average of the Consumption, and making this the basis for Calculation (this period being immediately anterior to the first experiments with the altered axle boxes) it will be seen that the mileage performed in February 1867 would have justified an expenditure of 114935 lbs of Oil, whereas with 20 of the Engines altered the Consumption was only 110444 or a saving of 3891 lbs of Oil. Considering the small proportion of Engines altered, this reduction is very remarkable, but this may be attributed in a great measure to the fact of these Engines having been very heavy Oil Consumers previous to the alteration in consequence of an unusually great tendency in some of the axle bearings to get hot, which tendency the modification of the axle boxes has completely overcome, and a hot Engine or Tender Axle is now of very rare occurrence on our Line.

5. Computing on the same basis the saving of Oil in February 1868, it will be seen that the mileage performed would justify an expenditure of 15332 lbs of Oil whereas with 61 out of 73 running Engines altered, the actual Consumption was only 5743 lbs or a saving of 9589 lbs of Oil.

6. The price at which Oil is issued to our Engines is 3 annas per lb, and supposing the expenditure, during the months taken for Comparison, to represent a fair average of the Consumption, the saving effected will be found to have been Rs 1797 & 15.00 in the month of February 1868 as compared with that month in 1866.

7. I have taken last month for Comparison, as it affords the opportunity of seeing the effect of the largest proportion of Engines and Tenders altered. I expect that by May or June every Engine on the Line will have been fitted in the same manner, and it will then be interesting to compare the Consumption of Oil during the hot months of this year with those of previous years.

Yours faithfully
W. R. Wright
Locomotive Superintendent

The agent Bellanagere

(True Copy)

W. R. Wright
agent Bellanagere.

No. 107.

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE

Madras, 30th March 1868.

From

P. B. Edwin Esq.,
Agent and Manager of the M.R.

To

Major J. H. Shaw Stewart R.E.,
Consulting Engineer for Railways.

Sir,

173 d/28th
March/68.

In accordance with the request contained in your letter of the 28th January at 24, I have the honor to furnish copy of a report received today from the Locomotive Superintendent, showing the result of the alteration in the axle forces of the Engines and Tenders as authorized by Government in July 1867.

2
The report speaks for itself and does Mr Denton Wright great credit.

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

P. B. Edwin
Agent and Manager

1240

1240

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 23rd April/68

Read the following

(Here enter No. 111, dated 31 March/68)

From the Chief Eng for Railways

The Government are much pleased to... some the success which has attended the alterations recently made to some of the Engines and Tenders in use upon the Madras Railway, and they concur in opinion with the Consulting Engineer that the results reported in the paper... none recorded are

Could not mean be adopted for common use... other railways... this... Mr. B. Wright...

MADRAS RAILWAY

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

1240

Dated 23 March 1868.

Recd.

No. 107

Forwarding copy of... Report from the... to the... of the... by the... and... by Government...

creditable to Mr. Barton
Wright, the Company's
Locomotive Superintendent.

no 1241

To
Congress for Rep
Editors Table

Docket no 1241 of 22nd April/68

Recd 22/4/68

Cops of the above
forwarded to the Secy
to the Govt of India in
the P. N. Dept for information

W.P.

1/4
Recd 22/4/68

To
The Congress
.. Editors Table

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(4)
P. W. 1868. Department.

Pro: of Govt. for April
No. 1240 / 1241

PROCEEDINGS OF GOVERNMENT *Madras*

Dated 23^d April 1868

Noticing success of the
alterations proposed by Mr. Barton
Wright, Locomotive Superintendent,
Madras Railway to the axle-
boxes of some of the engines and
tenders in use upon the Madras
Railway.

Forwarding the Govt.
of India with a copy of the
above Proceedings.

No. 113 / 1414

2. 6. 1868 D. 15th