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MADRAS RECORD OFFICE.

Government of Madras.

Regulation DEPARTMENT.

G.O. No.	6	Press
		Mis.
11-12		
Dated	4-1-	1869.

Not to be folded or roughly handled

No. 11. Read the following Proceedings of the Madras Government in the Revenue Department, dated 12th December 1868, No. 3,094:—

Read the following letter from the Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 5th November 1868, No. 154.

1. Adverting to the subject of Government Proceedings under date the 22nd September 1868, No. 2,996, I have the honor to request that I may be favored with the Resolution of Government, which I trust places the subordinates employed on Public Works paid for out of Local Funds on the same footing as subordinates similarly employed in the other Presidencies.

2. I have now before me the case of a subordinate transferred by me from the Imperial Public Works Department to the branch of the Department paid out of Local Funds who, with reason, demands to be informed whether he will get the pension, which under the Regulations he would, if he remained in the Imperial Department, be entitled to three or four years hence.

3. Early orders on the question of travelling allowances for Local Fund Overseers are also urgently needed.

Transferred to the Revenue Department, with reference to the undermentioned orders —

No. 252, dated 19th May 1868, in the Financial Department.

„ 396, „ 31st August „ do.

„ 407, „ 5th Sept. „ do.

(Signed) CHARLES A. ORR, Colonel, R. E.,

12th November 1868.

Secretary to Government, P. W. D.

Local Funds, No. 2.

Establishment

* Financial Resolution, dated 24th April 1868, No. 2,197.

1. The Government of India have already directed* that persons employed throughout the entire period of their service in establishments maintained from Local Funds, or partly in those establishments and partly in establishments paid from general revenues, shall be eligible to pension under the Uncovenanted Service Pension Rules. They further ruled that, in the first case, the pensions shall be charged to the Local Funds; and in the second, that they be charged partly to those Funds and partly to the general revenues, in proportion to the total receipts of the applicant from those sources. In a later Order, dated 10th August 1868, No. 1,496, that Government suggested the formation of a Local Pension Fund, to be maintained by the deduction of five per cent. from the pay of establishments supported from Local Funds.

2. The Chief Commissioner of Oudh having, however, raised the question whether, in regard to persons employed under Municipalities or paid from Local Funds, the “Local Government can, in engaging a man, contract with him that he

*Proceedings of the Madras Government, Public Works Department,
4th January 1869.*

shall have no claim to pension, or whether the pension is in all cases to be an absolute right," the Government of India have intimated "that Local Funds being under the control of Local Governments, it is competent for them to declare what appointments, paid from those funds shall be excluded from the Pension Rules." This communication has apparently led the Superintending Engineer of the 1st Division to submit the letter above recorded, in order to ascertain whether a subordinate whom he has transferred from the Imperial Public Works Department to the branch of the Department paid out of Local Funds, may be informed that he will obtain the pension, which, under the Regulations, he would be entitled to three or four years hence if he remained continuously employed on Imperial Works.

3. The Government consider that the transfer of the subordinate alluded to from the Public Works to a *District Road* Local Funds establishment will not affect the claim to pension which he may have acquired under the Uncovenanted Service Pension Regulations, and they resolve to notify that all servants paid from these Local Funds, who, under the rules, would be eligible for a pension payable from Imperial Funds, will be entitled to a similar provision, under similar restrictions, when they have completed the required period of service.

4. The Board of Revenue will be requested to place themselves in communication with the Accountant General, and concert measures for the formation of the Local Pension Fund suggested by the Government of India, submitting a report on the subject to Government in due course.

29th July 1868, No 2,046
1st Sept " " 2,298
18th " " " 2,422.

5. The Board of Revenue will also be requested to reply, at an early date, to the Orders of Government noted in the margin, regarding the payment of travelling allowances to Local Fund Overseers.

(True Extract.)

(Signed) R. A. DALYELL,
Acting Secretary to Government.

No. 12.

ORDER THEREON, 4th January 1869, No. 6.

ESTABLISHMENT, No. 5.

Communicated to the Superintending Engineer of the 1st Division and to all other Superintending Engineers for information and guidance.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Superintending Engineer, 1st Division
To all other Superintending Engineers.
To the Controller of Public Works Accounts
" Captain R. B. Kennedy.

Exd G. A. Turton

*Proceedings of the Madras Government, Revenue Department,
12th December 1868.*

No. 171 Read the following letter from the Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 5th November 1868, No. 154 :—

1. Adverting to the subject of Government Proceedings under date the 22nd September 1868, No. 2,996, I have the honor to request that I may be favored with the Resolution of Government which I trust places the subordinates employed on public works paid for out of Local Funds on the same footing as subordinates similarly employed in the other Presidencies.

2. I have now before me the case of a subordinate transferred by me from the Imperial Public Works Department to the branch of the Department paid out of Local Funds who, with reason, demands to be informed whether he will get the pension, which under the Regulations he would, if he remained in the Imperial Department, be entitled to three or four years hence.

3. Early orders on the question of travelling allowances for Local Fund Overseers are also urgently needed.

Transferred to the Revenue Department, with reference to the undermentioned orders.—

No. 252 dated 19th May 1868, in the Financial Department
" 396, " 31st August " do.
" 407, " 5th Sept. " do.

(Signed) CHARLES A. ORR, Colonel, R. E.,

12th November 1868.

Secretary to Government, P.W.D

No. 172.

ORDER THEREON, 12th December 1868, No. 3,094.

Local Funds, No. 2
Establishment

* Financial Resolution, dated 24th April 1868, No 2,197.

1. The Government of India have already directed* that persons employed throughout the entire period of their service in establishments maintained from Local Funds, or partly in those establishments and partly in establishments paid from general revenues, shall be eligible to pension under the Uncovenanted Service Pension Rules. They further ruled that, in the first case, the pensions shall be charged to the Local Funds; and in the second, that they be charged partly to those Funds and partly to the general revenues, in proportion to the total receipts of the applicant from those sources. In a later Order, dated 19th August 1868, No. 1,496, that Government suggested the formation of a Local Pension Fund, to be maintained by the deduction of five per cent. from the pay of establishments supported from Local Funds.

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*Proceedings of the Madras Government, Revenue Department,
12th December 1868.*

shall have no claim to pension, or whether the pension is in all cases to be an absolute right," the Government of India have intimated "that Local Funds being under the control of Local Governments, it is competent for them to declare what appointments, paid from those funds, shall be excluded from the Pension Rules." This communication has apparently led the Superintending Engineer of the 1st Division to submit the letter above recorded, in order to ascertain whether a subordinate whom he has transferred from the Imperial Public Works Department to the branch of the Department paid out of Local Funds may be informed that he will obtain the pension, which, under the Regulations, he would be entitled to three or four years hence if he remained continuously employed on Imperial Works.

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29th July 1868, No 2,046.
1st Sept. " " 2,298
18th " " " 2,422

5. The Board of Revenue will also be requested to reply, at an early date, to the Orders of Government noted in the margin, regarding the payment of travelling allowances to Local Fund Overseers.

(True Extract.)

W. H. Allen

Acting Secretary to Government.

To the Public Works Department -
,, the Board of Revenue
,, the Accountant General.
,, the Financial Department.

Erd S T. Augustin.

No. 545

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 10th December 1868.

From

A. B. Allen Esq
Agent and Manager. of the M.R.C.

To

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

SIR,

28. dated
Decr 1868

25. dated
Decr 1868.

In accordance with the request contained in your letter of the 2nd instant, No 394, I have the honor to forward copy of two communications received from the Chief Engineer and Acting Locomotive Superintendent, furnishing the information required by the Chief Commissioner of Oudh, regarding the use of Cast Iron Bomb Sleepers.

I have the honor to be,
Sir,

Your most obedient servant,
W. H. Allen
Agent and Manager

N. 458.

MADRAS RAILWAY COMPANY,
Chief Engineer's Office,
Madras, 14 December 1868

Dear Sir,
Consulting Engineer's letter N. 394 of
the 5th instant forwarding copy of G. O. N. 3733 of
the 30th ultimo.

The replies to the questions demanded
are herewith appended.

1. Diameter of bowl bottom run — 1. 10¹/₂
Weight of bowl — 85 lbs
Name of Patentee — Greaves

2. There are six pairs of rails to a 20 feet
rail weighing 75 lbs to the yard. Each pair is
furnished with a tie bar.

The distances apart from centre to centre of
bearing surfaces are 4. 0" (centre of rails) 3. 9" 3. 0"
and 2. 6" (at the joint).

3. Length of rail sent — 0. 6"

4. Our first supply had thick edges and
radical strengthening ribs, those recently sent out
are perfectly plain and appear to be quaker as
serviceable.

5. Kept from outside.

6. I am not in a position to state positively
how bowls are packed in a ship's hold, but I
believe on their edge, athwart ship with the chain
of one inside the bowl of the other.

7. Delivered from the ship into chaulah
boats care being taken not to throw the bowls
down upon each other but to stow them by hand.
The same precautions are observed in unloading
and packing in Railway Waggon.

8. They are all examined prior to being
used.

N. 45849/68

MADRAS RAILWAY.

From

The Agent and Manager,

To

The Consulting Engineer

for Railways

Dated 16 December 1868.

Recd 11.

N. No 5745.

Get into strong copy of the
Communications received from
the Chief Engineer and Railways
Department, forwarding the report
submitted by the Chief Clerk of
Roads, Hyderabad, the 14th
of Decr from the same place.

9 & 10 No allow no bowls with any apparent injury to be admitted.

11. We use several descriptions of Ballast viz. River sand, Moscovium or decayed granite, Gravel and Limerick. The former is in my opinion the only ballast adapted to the bowl sleeper and all other ballast is being gradually replaced by it. The coarser the sand, the better as fine sand in very dry weather is apt to injure the works of Engines. The bowls are carefully filled.

12. Two per centage of renewals has been at the rate of 7-98 pds per mile per annum.

Fast Trains ordinarily run at a speed of 40 miles per hour. Goods Trains at from 15 to 20-13.

The injuries which have in almost every case necessitated removal are a splitting of the bowl or fracture commencing at the bottom rim and extending inwards towards the sole of the chair. I know of no instance in which a bowl has been removed owing to a breaking of the jaw of the chair. I believe the fracture above mentioned to be due in the majority of instances to loading and unloading by coolies unless carefully watched will throw the bowls down instead of stowing them by hand. The result is that minute fractures occur in the bottom rim not readily detected and which when the bowls are placed in the road gradually extend and ultimately cause their removal.

14. The detailed expenditure of a foot sleeper road per mile is as follows.

Pots - 6 per pair of 20 ft	3168 @ 2/7 =	Do
Two bars	1584 @ 1/10 =	7722
Chips	3168 @ 1/13 =	2656.8.0
Collars	3168 @ 1/16 =	49.8.0
Laying at	176 @ 1/8 =	99.0.0
		86.0.0
		11407.0.0

Rails and wooden keys were not included as they are common either to iron or wooden road.

15. The Comparative cost of labor, materials &c in keeping up our iron and wooden road from September 1867 to August 1868 both months inclusive is shown as under.

1st Division N.R. Line - Iron Road 153 1/2 miles	4013.0.2
Inspectors	9533.9.8
Watchmen	39354.14.9
Labor	3323.3.10
Tools	4052.1.11
Materials	17062.9.4
Ballast	77339.7.8

77339 / 153 1/2 equals 503.13-5 per mile per annum.

2nd Division S.R. Line wooden road 104 1/4 miles	5313.15.6
Inspectors	5737.1.2
Watchmen	28140.6.5
Labor	2727.14.1
Tools	114560.2.4
Materials	9952.9.1
Ballast	166432.6.7

166432 / 104 1/4 equals 1596.7-6 per mile per annum. It must be distinctly understood that these figures simply include maintenance of way not works.

16. There can be no doubt that the comparative absence of noise and vibration renders the wooden road a more agreeable one to travel over, but on the other hand the iron possesses great advantages in durability and economy of maintenance.

17. We have now about 575 miles of our Railway system laid with Greene's bowl

the best and safest, and, undoubtedly, the cheapest
 description of road. I think that these
 advantages will probably be found to outweigh
 the extra cost of repairs to Rolling Stock.

4. I see no danger whatever in running
 trains at express speed, say at 50 miles an hour,
 upon a Pat-sleeper road. Indeed, I have
 frequently run over it at this speed with
 special trains conveying His Excellency the
 Governor and others, and never experienced any
 indication that would go to support the
 supposition of its being an unsafe road for
 trains running at high speeds.

5. On those parts of the road where
 the ballast or material of which the road
 is formed is of a yielding nature, there is
 little, if any difference, perceptible between
 it and the wooden-sleeper road, but later on,
 unless frequently opened up, is apt to cake and
 become very solid, in which case a harsh and
 unpleasant action is transmitted to the
 Rolling Stock.

6. Upon the whole however the Pat-
 sleeper road appears to me to be particularly
 suitable for India.

Yours faithfully,
 W. D. Wright
 Loco. Superintendent.

To
 The Agent and Manager,
 Madras Railway Company
 1 True Copy
 W. D. Wright
 Loco. Supt.
 1 True Copy
 W. D. Wright
 Agent & Manager.

Madras Railway Company
 Loco. Superintendent's Office
 Perambore Works,
 10th December 1868.

No 265.

Dear Sir,
 With reference to your letter
 No 3531 of the 9th instant, and to question
 No 3733 of the Chief Commissioner of Andh
 embodied in the Order of Government
 No 3733 dated the 30th ultimo, on the
 results attending the use of Cast-iron
 Bowls sleepers on the Madras Railway,
 I think I cannot do better than
 forward herewith a copy of Mr.
 Wright's report to you on the same
 subject, No 100, dated the 29th March
 1866. I am doing so, I have only to say
 that since that date nothing has
 occurred to induce me to modify
 the opinion expressed by Mr. Wright.

Yours faithfully
 W. D. Wright
 Loco. Superintendent

To
 The Agent and Manager.

1 True Copy
 W. D. Wright
 Agent & Manager.

Comptroller

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Main body of handwritten text on the left page, appearing to be a letter or report.

Handwritten notes at the bottom of the left page.

Handwritten signature or name at the bottom of the left page.

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CONSULTING ENGINEER'S OFFICE,

Railway Department

No 450-

From

Major J. B. de Silva Stewart M.C.E.
Consulting Engineer for Railways,

To

Colonel C. A. Stewart M.C.E.

Secretary to Government,
Public Works Department,
Fort Saint George

Sir,

In compliance with the order of
Government No. 732, dated the 30th ult.,
I have the honour to submit the accompanying papers received from the Agent of
the Madras Railway Company of-
fording the information required by
the Chief Commissioner of Quail re-
garding the results of the use of cast iron
bored sleepers on the Madras Railway.

Madras
11th Dec 1868

I have the honour to be
Your Most Obedient Servant
Major J. B. de Silva Stewart
Cons. Eng. for Railways

9/1

✓ 2114

HD

W. P. 1818 Rept.
Michigan Railway
RAILWAY DEPARTMENT.

No 4849

The Consulting Engineer
for Railways.

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

Dated *11th* }
Received *12* } *December 1868.*

No. 4570.
Encls: 2.

Submitting a
letter from the agent &
Manager of the N. B. & C.
concerning application
regarding the use of Cars
from Board members.
No 90891-1229, 1868.

21/188