M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

# MADRAS RECORD OFFICE.

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## Government of Madras.

Publicworks **DEPARTMENT.**

G.O. No. 3598-99 Press / Mis.

212-14

Dated 10 · 11 1869 .

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Public Works Department,*
*10th November* 1869.

No. 212. Read the following :—

No. 336.

APPLICATION from the Agent and Manager of the Madras Railway Company, requesting the sanction of Government to the following estimate :*—

* Accompanied with Agent's letter, No. 360, dated 14th July 1869.

For the conversion of thirty open-sided goods' waggons into double-bolster timber trucks,
Rupees... ... ... ... ... ... ... ... 36,000.

The necessity for providing rolling stock of this description, was discussed at a Meeting at Royapoorum, and it is fully explained in the following extract from the Traffic Manager's letter to the Agent and Manager :—

" Timber of certain lengths must now be carried, either at a great sacrifice " of engine-power, or at the risk of a break-down. The under framing of the " existing waggon stock is 16 feet long and 20 feet from buffer to buffer, and on one " of these trucks it is not safe to carry timber longer than 17 feet, while timber " exceeding 17 feet and not exceeding 20 feet, requires two trucks, and timber " exceeding 20 feet and not exceeding 25 feet, in the absence of a sufficient stock " of double-bolster trucks, requires three trucks. The introduction of 20 feet timber " trucks would, therefore, be a measure of economy, as we should be enabled to carry " 20 feet timber on one truck instead of two, and from 20 to 25 feet timber on two " trucks instead of three.

" 3. The risk of carrying timber, say, from 20 to 25 feet in length, on single- " bolster trucks has been exemplified lately in three instances, where the timber, for " want of a sufficient 'bearing,' gradually worked off the bolster lengthwise, and, if " not detected in time, might have caused a serious accident. To say nothing of " the cost of reloading the timber, which was just three times the cost of the " original loading, as the trucks happened to be detached at a road-side station " where no appliances for loading timber exist, the inconvenience to the public " was very great, and the delay most vexatious.

" 4. The above illustrations will, I hope, be considered sufficient to justify an " increase to our present limited stock of double-bolster timber trucks, and to the " construction of 20 feet instead of 16 feet trucks."

2. As the work was emergent, the Consulting Engineer sanctioned its commencement, in anticipation of the approval of Government.

MADRAS,
19*th October* 1869.

(Signed) J. G. LINDSAY, Captain, R.E.,
*Acting Deputy Consulting Engineer for Railways.*

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From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th July 1869, No. 360.

ADVERTING to the discussion which took place at the Stores Committee on Wednesday last, on the subject of converting thirty open-sided goods' waggons into double-bolster timber trucks, I have now the honour to submit copy of a communication* received from the Traffic Manager, explaining the reasons which prompted him to apply for additional double-bolster timber trucks.

*No. C 185 12th July 1869.

2. I have also the pleasure to submit an estimate of the cost of this work, amounting to Rupees 36,000.

3. For the reasons explained in paragraphs 2 and 3 of the Traffic Manager's letter, I shall feel obliged by your communicating the authority of Government to proceed with conversion of these waggons, pending the formal sanction of the Government of India.

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From the Acting Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 13th July 1869, No. 132.

REFERRING to my letter, No. 125 of the 6th instant, I have the pleasure to subjoin an estimate of the cost of converting the thirty open-sided goods' waggons into double-bolster timber trucks, and shall feel obliged if you will kindly obtain the sanction of Government to the proposed expenditure, amounting to Rupees 36,000.

*Indian Expenditure.*

| | Rs. |
|---|---|
| Cost of Labour and Superintendence ... ... ... ... ... | 13,680 |
| ,, of Stores to be purchased in India .. .. ... ... ... | 11,970 |
| Value of teak timber already in stock ... ... ... ... ... | 10,350 |
| Total | 36,000 |

The total Indian Expenditure, as shown above, will be Rupees 36,000, but if the timber be excluded (having already been paid for and being in stock) it will be only Rupees 25,650. The cost should be charged to "Additional Construction."

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No. 213.

ORDER THEREON, 10th November 1869, No. 3,598.

RAILWAY, No. 18.

ORDERED that this application be forwarded to the Government of India.

(Here enter No. 3,599, dated 10th November 1869.)

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 10*th November* 1869.

No. 214.

No. 3,599.

To

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

RAILWAY, No. 19.

SIR,—I am directed herewith to forward an application from the Deputy Consulting Engineer for Railways for sanction to an estimated outlay of Rupees 36,000 for the conversion of thirty open-sided goods' waggons into double-bolster timber trucks, and to request that, under the explanation furnished by that officer, sanction may be accorded to the proposed expenditure.

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

Colonel, R.E.,
*Secretary to Government.*

No. 360

**MADRAS RAILWAY.**

AGENT AND MANAGER'S OFFICE.

Madras, 14th July 1869.

From

Robert B. Clarin Esqre.,

*Agent and Manager.* of the M. R. Co.

To

Major J. Hell. Shaw Stewart, &c,

*Consulting Engineer for Railways.*

Sir,

No. C/185
12th July/69.

Adverting to the discussion which took place at the Stores Committee on Wednesday last, on the subject of converting 30 open sided Goods Waggons into double bolster timber trucks, I have now the honor to submit copy of a communication received from the Traffic Manager, explaining the reasons which prompted him to apply for additional double bolster timber trucks.

2. I have also the pleasure to submit an Estimate of the cost of this work amounting to Rupees 36,000.

3. For the reasons explained in paragraphs II and III of the Traffic Manager's letter, I shall feel obliged by your communicating the authority of Government to proceed with conversion of these waggons, pending the formal sanction of the Government of India.

I have the honor to be,

Sir,

Your most obedient Servant.

Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager,

To

The Consulting Engineer

for Railways.

Dated 14th Aug 1869.

Recd. 16th Aug 1869.

No. 388.

Submitting the auditing of Government Estimate for converting 30 Open sided Goods Waggons into double bolster Timber Trucks, and requesting the sanction of Government to the proposed expenditure of Rs 36,000 —

Madras Railway Company
Loco. Superintendent's Office
Perambore works 13th July 1869.

No. 132.

To

The Agent and Manager

Dear Sir,

Referring to my letter No 125 of the 6th instant, I have the pleasure to subjoin an Estimate of the cost of converting the 30 Open-sided Goods Waggons into Double-bolster Timber Trucks, and shall feel obliged if you will kindly obtain the sanction of Government to the proposed expenditure, amounting to Rs 36,000.

Indian Expenditure.

| | Rs | as | P. |
|---|---|---|---|
| Cost of Labor and Superintendence | 13,680 | — | — |
| " of Stores to be purchased in India | 11,970 | — | — |
| Value of Teak Timber, already in Stock | 10,350 | — | — |
| Total | 36,000 | — | — |

The total Indian expenditure, as shown above, will be Rs 36000; but if the Timber be excluded (having already been paid for and being in stock) it will be only Rs. 25,650.

The cost should be charged to "Additional Construction".

Yours faithfully
pp/ H. I. Collinson
Ag. Loco. Supt.

True Copy

Agent & Manager.

13

No. 336- Madras, 19th October 1869.

Application from the Agent and Manager of the Madras Railway Company, requesting the sanction of Government to the following Estimate :—

For the conversion of 30 open roofed Goods Waggons into double bolster Timber Trucks —— Rupees 36,000.

The necessity for providing rolling stock of this description, was discussed at a Meeting at Royapooram, and it is fully explained in the following extract from the Traffic Manager's letter to the Agent and Manager.

"Timber of certain lengths must
" now be carried either at a great sacrifice
" of Engine power, or at the risk of a
" break down. The under framing of the
" existing wagon stock is 16 feet long and
" 20 feet from Buffer to Buffer, and on
" one of these Trucks it is not safe to
" carry Timber longer than 17 feet, while
" timber exceeding 17 feet and not exceeding
" 20 feet requires 2 Trucks, and Timber

"exceeding 20 feet and not exceeding 25
"feet, in the absence of a sufficient
"stock of Double Bolster Trucks, requires
"3 Trucks. The introduction of 20 feet
"Timber Trucks would therefore be a
"measure of economy, as we should
"be enabled to carry 20 feet Timber on
"one Truck instead of 2, and from
"20 to 25 feet Timber on 2 Trucks
"instead of 3."

" 3. The risk of carrying Timber
"say from 20 to 25 feet in length, on
"single Bolster Trucks has been
"exemplified lately in 3 instances, where
"the Timber for want of a sufficient
"bearing" gradually worked off the
"Bolster Lengthwise, and, if not
"detected in time, might have caused
"a serious accident. To say nothing
"of the cost of reloading the Timber,
"which was just 3 times the cost of the
"original loading, as the Trucks
"happened to be detached at a Road side
"station where no appliances for loading
"Timber exist, the inconvenience to the
"public was very great, and the delay
"most vexatious."

" 4. The above illustrations
"will, I hope, be considered sufficient
"to justify an increase to our present
"limited stock of Double Bolster
"Timber Trucks, and to the construction
"of 20 feet instead of 16 feet Trucks."

2. As the work was emergent, the Consulting Engineer sanctioned its commencement, in anticipation of the approval of Government.

J. S. Hindley Captain R. E.
Ag. Dy. Gen: Engineer
for Railways.

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

Pro. of Govt. for October 1869. Dept. A

RAILWAY DEPARTMENT.

From

The Consg. Engineer for Railways,

To

The Secretary to Government,

P. W. Dept.

Dated 14th October 1869.
Received

No. 336.

Enclosure, No. 7.

No. 3558 & 3559. 10 Hors. Pg.
Application
from the Agent and
Manager of the S. M. Co.ys
requesting the sanction
of Govt. to the estimate
for the conversion of 30
open sided Goods waggons
into double bolster Timber
Trucks; amounting to
Rs. 36,000-0-0.

No. 3558

Proceedings of the Madras Government.
Under date the 10th Nov.r 69.
Read the following:-

From the Consg. Engineer for Railways.—(H. E. No. 336 of 19th Oct.r 69.)

Ordered that this application be forwarded to the Government of India.

No. 3099

To The Secretary to the Government of India P.W.D

Sir.

I am directed herewith to forward an application from the Agent & Manager, Southern Mahratta Railway Company, for

To The Consg. Engr. for Railways

Recd. 19th.

for Railways for
sanction to an estimated
outlay of Rs. 36,000
for the conversion of
30 open sided Sock
wagons into double
bolster timber trucks,
and to request that
under the explanation
furnished by that Officer,
sanction may be accorded
to the proposed expenditure.

W.

Desp. 11/11/69 with Copy of Go
No 3598 of 1869.

Rec 4414.

Govt. of {1869} Madras.

PUBLIC WORKS.

To Consulting Engr.
for Railways

Dated

Rec'd 2

Read

G. O. No. 3558 & 3559

Nos. 212-213 & 214

Goods Wagons (Rly) Passing orders
on the Estimate for Rs 36000 subm-
-itted by this Engr. for con-
-verting 30 open wagons of the Goods Wagons
into double Bolster timber trucks

Goods Wagons (Rly) Estimate for
Rs 36000 for converting 30 open
sided Goods Wagons of the Southern Ry
to Bolster timber trucks, & forwarded
to Madras for sanction