

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Accounts DEPARTMENT.

G.O. No. 2787	Press Mis.
364-65	
Dated 19-11-1870.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th November 1870*

No. 364. Read the following Endorsement of the Government of India, Public Works Department, (Railway,) dated Simla, 22nd October 1870, No. 1,745 R.:—

COPY of the following forwarded to the Government of Madras, Public Works Department, (Railway,) for information, in continuation of Public Works Department No. 181-R., of 13th February 1869.

By order,
(Signed) K. C. PYE,
Assistant Secretary.

From the Locomotive Superintendent, to the Agent of the Sindh Railway, dated Kurrachee, 26th July 1869, No. 632.

I HAVE the honour to report that one of the engines (No. 22) was fitted with one of Baker's patent anti-incrustator on the 15th of May last.

2. Upon examining the boiler after rather more than two months, it was ascertained that a great deal of scale had been dislodged in places, so much so that the plates had the appearance of rusting.

3. I have also noticed that when the engine has been washed out instead of scale, as is usual, a fine powder was removed. I consider them excellent things for dislodging scale from boilers.

4. I may here state that it is my intention to remove the incrustator when another month shall have passed, as I am afraid the plates will be too clean and therefore liable to rust.

No. 1,338.

TRUE copy forwarded to the Deputy Consulting Engineer for Railway in Sindh, as requested in his No. 1,113 of 17th ultimo.

KURRACHEE,
2nd August 1869.

(Signed) J. WOOD, Captain,
Acting Agent.

From the Locomotive Superintendent, to the Agent of the Sindh Railway Company, dated Kurrachee, 2nd February 1870, No. A-87/198.

I HAVE the honour to report, as requested, upon the working of the anti-incrustator applied to one of our engines.

2. On examining the boiler after the engine had run a distance of 7,802 $\frac{3}{4}$ miles, since the anti-incrustator was fitted to it, I find the greater portion of the scale has been removed from the dome, longitudinal stays tubes (top), and such portion of the barrel as can be seen while the tubes remain in the top of firebox also shows much cleaner than it was, and I have no doubt were the anti-incrustator to remain in all scale would be removed.

3. I do not, however, intend to allow it to remain in, as there are decided indications of rust near the battery portion of the apparatus, which I think more objectionable than scale.

No. 234.

TRUE copy forwarded to the Deputy Consulting Engineer for Railway in Sindh for information, in reference to this office No. 1,338 of 2nd August last.

(Signed) J. WOOD, Captain,
Acting Agent.

*Proceedings of the Madras Government, Public Works Department,
19th November 1870.*

From the Locomotive Superintendent, to the Agent of the Sindh Railway, dated
Kurrachee, 23rd September 1870, No. A-919/1868.

As requested I have the honour to report upon the working of the anti-incrustators applied to some of our locomotive engines.

2. In many of the boilers the scale has been removed to a considerable extent, and the corrosion, from which they suffer so much, has been reduced.
3. In one of the boilers, that of No. 2 Engine, the scale was removed to such an extent that the plates were rusting, and the battery of the anti-incrustator was removed; the anti-incrustator applied to one of the boilers of the stationary engine in these works has also answered its purpose well, there being a marked difference between the two boilers, the one fitted with one of these, the other not.
4. They cause a deposit of soft silt or mud on the bottom of the boilers, and this is easily removed by washing out.
5. A somewhat curious result has attended the working of one of the anti-incrustators in the boiler of No. 22 Engine—curious in itself, but the more so when we consider that in other boilers fitted with the same kind of thing no such phenomena have resulted.
6. The driver of this engine reported there was at each stoppage of the train at a station an explosion inside the boiler, which shook the engine, and upon his continuing to report a recurrence of this I accompanied him as far as Darbajee; at the two first stoppages reports such as described by him were not heard by me, but at the station above named I distinctly heard a report which could not proceed from any where but the inside of the boiler.
7. In order to satisfy myself that this was due to the anti-incrustator, I caused the battery portion to be removed, and the reports were no longer heard.
8. Subsequently, when another driver had the engine, I caused the battery to be put in without his knowledge, and on the third trip he reported that at each stoppage there was heard a noise resembling an explosion of gas, and this has continued ever since whenever the engine has been run.
9. What this may be I cannot say, unless it be due to the explosion and decomposition of gases generated in the process of evaporating the water.
10. In conclusion, I wish to say that, in my opinion, the anti-incrustators are excellent things for removing and preventing the formation of scale.

TRUE copy forwarded for the information of the Deputy Consulting Engineer
for Railway in Sindh.
KURRACHEE,
26th September 1870.

(Signed) J. WOOD, Captain,
Agent in Sindh.

FORWARDED to the Government of India in continuation of letter No. 209 of
1869.
BOMBAY CASTLE,
13th October 1870.

(Signed) J. S. TREVOR, Lieut.-Colonel, R.E.,
Government.

*Proceedings of the Madras Government, Public Works Department,
19th November 1870.*

No. 365. ORDER THEREON, 19th November 1870, No. 2,787.

RAILWAY, No. 44.

COMMUNICATED to the Consulting
Engineer for Railways in continuation
of G. O., No. 1,098, dated 5th April
1869.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Govt. of Madras.

PUBLIC WORKS.

To

THE ACTING CONSULTING ENGINEER

FOR RAILWAYS.

Dated November, 19th.

Recd.

Encl.

G. O., 19th November 1870, No 2787.

1745R
Government of India
Public Works Department
Railway

Circular 22nd October 1870

Copy of the following forwarded to the
Government of Madras Public Works Dept.
(Railway) for information in continuation
of P.W. Dept. No 181 R of 13th February 1869. -

By order
Wm. G. E.
Assistant Secretary

No 632 of 1869
Sindh Railway,
Loco. + Carriage Supt. Office
Murrachee, 26th July 1869

To The Agent Sindh Railway Murrachee

Sir I have the honor to report that one
of the Engines (No 22) was fitted with one
of Parker's Patent Anti-incrustator on the
15th of May last.

Upon examining the boiler after
rather more than two months, it was ascer-
tained, that a great deal of scale had been

dislodged, in places so much so that the plates had the appearance of rusting.

I have also noticed, that when the engine has been washed out instead of scale as is usual a fine powder was removed. I consider them excellent things for dislodging scale from boilers.

I may here state that it is my intention to remove the incrustator when another month shall have passed as I am afraid the plates will be too clean and therefore liable to rust.

I have &c
(By J. S. Speck
Locomotive Superintendent)

N^o 1338 of 1869

True Copy forwarded to the Deputy Engineer for Railway in Sindhas requested in his N^o 1113 of 17th Ultimo.

Agents Office
Murrachee
22nd Aug^r 1869

(By John Wood Captain
Acting Agent)

N^o 187 of 1870
198

Sindhy Co
Loco Carriage Dept Office
Murrachee 2nd February 1870
From the Locomotive Superintendent
To the Agent Sindhy Co
Murrachee

I have the honor to report as requested upon the working of the Anti-Incrustator applied to one of our engines.

On examining the boiler after the engine had run a distance of 700²/₄ miles since the Anti-Incrustator was fitted to it, I find the greater portion of the scale has been removed from the Dome, Longitudinal stays tubes (top), and such portion of the barrel as can be seen while the tubes remain in the top of Firebox also shows much cleaner than it was and I have no doubt were the Anti-Incrustator to remain

in all scale would be removed.

I do not however intend to allow it to remain in as there are decided indications of rust near the battery portion of the apparatus which I think more objectionable than scale.

N^o 234 of 1870

True copy forwarded to the Deputy Com. Supt. for Railway in India for information in reference to this Office N^o 1338 of 2^d August last.

(Sd) John Wood Capt.
Acting Agent

N^o 8919 of 1870
1868

Sindhy Co
Loco: + Carriage Supt. Office
Murrachee 23^d Sept 1870

To The Agent Sindhy Railway, Murrachee

Sir,
As requested I have the honor to report upon the working of the Anti-Incrustator applied to some of our Loco:

Locomotive Engines. -
2. In many of the boilers the scale has been removed to a considerable extent, and the corrosion from which they suffer so much, has been reduced.

3. In one of the Boilers, that of N^o 2 Engine the scale was removed to such an extent that the plates were rusting and the Battery of the Anti-Incrustator was removed. The Anti-Incrustator applied to one of the Boilers of the Stationary Engine in these works has also answered its purpose well, there being a marked difference between the two boilers, the one fitted with one of these, the other not.

4. They cause a deposit of soft silt or mud, on the bottom of the boilers and this is easily removed.

by washing out -
A somewhat curious result
has attended the working of one of the
Anti-Incrustators in the boiler of No. 22
Engine, curious in itself, but the more
so when we consider that in other boilers
fitted with the same kind of thing
no such phenomena have resulted.

The Driver of this Engine
reported there was at each stoppage of
the train, at a station an explosion
inside the boiler which shook the
Engine, and upon his continuing
to report a recurrence of this I accom-
panied him as far as Darbajee
at the two first stoppages reports such
as described by him were not heard
by me but at the station above named
I distinctly heard a report which could
not proceed from anywhere, but the
inside of the boiler.

7 In order to satisfy myself
that this was due to the Anti-Incrusta-
tor I caused the Battery portion to be
removed and the reports were no longer
heard.

8 Subsequently when another
Driver had the Engine I caused the
Battery to be put in without his
knowledge and on the third trip he
reported, that at each stoppage there
was heard a noise resembling an ex-
plosion of gas and this has continued
ever since whenever the Engine
has been run.

9 What this may be I cannot
say unless it be due to the explosion
and decomposition of gases generated
in the process of evaporating the
water.

10 In conclusion I wish to say

that in my opinion the Anti-Incrustators
are excellent things for removing and
preventing the formation of scale.

Shavee
(By J. S. Speck
Locomotive Supt)

N. 2128 of 1870

True copy forwarded for the informa-
tion of the Deputy Consulting Engineer
for Railway in Sindh.

(By John Wood (Capt)

Agents office
Murrachee
26 Sept 1870

Agent in Sindh

N. 1387 of 1870

Forwarded to the Govt of India
in continuation of letter N. 209 of 1869

Bombay Castle
13 Oct 1870

(By J. S. Trevor Esq. R.E.
Under Secy. to Govt)

For copy for
Railway N. 2128 of 1870.

(By J. S. Trevor Esq. R.E.)

to J. S. Trevor Esq. R.E.

Approved for
19 Oct 1870

Engineer for Railway and Construction of

Communicated to the Consulting

(1870/2128)

(Recd)

10/18/70 Sept
No 4362

From

Govt of India

Dated 22nd Oct 70
Recd. 31st

No 1345 R.

Forwarding
a copy of papers
regarding the
working of Baker's
Patent Anti-in-
crustators applied
to Locomotive En-
gines by the South
Railway Company.
No 2787. 19th November 70

To Locomotive Engines by
the South Railway
Company, Comd to the Eng
Eng for Rep.

Op 4352
Govt. of 1870: 341-1-15

PUBLIC WORKS.

The Consulting Engineer
for Railway

Dated

Recd.

2-22

G. O. 19 Nov 1870 No. 2787

Nos. 364 & 365

Baker's Patent Anti-inter-
tation. ~~From~~ Docket from
the Govt of India forwarding
a copy of papers regarding
the working of Baker's
Anti-intersectors applied