

(1) Number of pages _____

(2) Date of repair _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Relations DEPARTMENT.

G.O. No. 1542-93	Press
116-17-18	Mis.
Dated 3-6-	1871.

Not to be folded or roughly handled

1

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

No. 116. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 17th May 1871, No. 221 :—

With reference to G. O., No. 1,123, of the 21st April 1871, I have the honour to forward letter No. 289, of the 10th instant, in which the Agent and Manager of the Madras Railway expresses his opinion in support of that given by the Chief Engineer, that it would not be advisable to purchase such articles as girders and turn-tables from other Indian Railways.

2. The Government of India attach much importance to the utilization of surplus stores in their letter of the 5th April 1871, No. 632, and of the articles entered in the indent therein, marginally

* *Vide* G. O., No. 57, of 9th January 1871.

† " " " 85, of 12th " "

detailed, there are girders* and zinc sheets in store at Bombay, and carriage turn-tables† at Calcutta.

3. The objections of the Railway officers are, that the girders and turn-tables will not have been tested and approved by the Company's Consulting Engineer in England; also that there would be no security as regards packing and the arrival of the stores in complete condition. The girders are the principal item, and as the designs of masonry works on the Neilgherry branch line would have to be altered to suit the different lengths of girders in store at Bombay, it is necessary that the Chief Engineer should be informed of the precise description of girder that is offered to him.

4. From conversation with the Chief Engineer, I also understand that he would not be satisfied with any iron work received from another Company, without going through the process of testing; no prices have been given of the stores, and girders would have to be conveyed over the line upwards of 1,000 miles from Bombay to Coimbatore, against 302 miles from Madras to Coimbatore, or 105 miles from Beypore to Coimbatore. Thus there will be at least 750 miles of additional carriage by rail, or at the average tariff rate for iron girders, namely, 16 Pies per ton per mile on the Madras Railway, a charge of Rupees 93-12-0 per ton. Again, turn-tables are of different descriptions; they are made up of many parts, so as to require careful arrangement in being taken out of store; and at present nothing is known of those in Calcutta, as to the manufacturer, the time they have been kept in store, or the condition in which they may now be.

5. Mr. Going thinks it most desirable that there should be an interchange of lists between the Railway Companies, showing the surplus stores available; and I am aware of the Madras Railway having more than once, within the last few months, written to obtain stores from Bombay; if then there is no absolute necessity for the Madras Railway to take the girders and turn-tables, but if they may be brought into use hereafter in some of the Bengal or Bombay Lines, I would submit, for the consideration of the Government, that the indent on England for these articles may be passed, the zinc sheets only being omitted, as procurable at Bombay.

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 10th May 1871, No. 289.

WITH reference to your letter No. 284, of the 3rd instant, and to G. O., No. 1,123, dated the 21st ultimo, I have the honour to solicit your attention to the enclosed copy of the Acting Chief Engineer's letter* upon the subject of the suggestion of the Government of India, that some of the surplus stores of Railways in other Presidencies may be used in the construction of the Neilgherry branch.

* No. 242, dated 6th May 1871.

2. I quite concur in the opinion expressed by Mr. Going that it would not be advisable, in the case of the Neilgherry branch, to purchase such articles as girders or turn-tables other than those provided by our own Directors, and tested and approved under the direction of the Company's Consulting Engineer.

From the Acting Chief Engineer, to the Acting Agent and Manager of the Madras Railway Company, dated Madras, 6th May 1871, No. 242.

REFERRING to letter No. 284, dated 3rd instant, from Consulting Engineer, enclosing copy of G. O., No. 1,123, of 21st ultimo, I think it most desirable that lists should be interchanged between all the Railway Companies, showing the surplus stores on each Railway, as there are many items which might be thus transferred from one Railway to another to their mutual benefit.

2. I cannot, however, advise that this means should be adopted of providing the bridge girders for Neilgherry branch. It is desirable that these should be turned out by the manufacturers selected by our own Directors, and tested under the instructions of the Consulting Engineer of the Company. But apart from this consideration, I have no means of knowing what is the design of girder stated to be in stock on the Bengal and Bombay Railways, or whether they would suit our requirements in any respect.

3. Another very serious objection to the proposed means of supplying the Neilgherry branch girders, is that even supposing them to be unexceptional in quality and design, yet we could have no security that they would be packed and forwarded with that care and attention to details which would ensure their being received in a complete condition.

4. The foregoing remarks apply in most respects equally to carriage turn-tables.

5. I should accordingly recommend that the indents in question be supplied from England.

No. 117.

ORDER THEREON, 8th June 1871, No. 1,512.
RAILWAY, No. 12.

ORDERED that these papers be forwarded for the consideration of the Government of India.

2. It is observed that the zinc sheets required for the Neilgherry branch are proposed to be drawn from the excess stores at Bombay. The item may accordingly be expunged from the indent.

(Here enter No. 1,513, dated 8th June 1871.)
(True Extract.)

To the Acting Consulting Engineer for Railways.
Exd. S. T. Augustin.

Colonel, R.E.

Secretary to Government.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 8th June 1871.

No. 118.

No. 1,543.

To

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

RAILWAY, No. 13.

No. 1,850-R., dated 24th November 1870.
,, 2,059-R., ,, 22nd December ,,
,, 632-R., ,, 5th April 1871.

SIR,—Adverting to your letters noted in the margin, I am directed to forward the accompanying correspondence on the subject of the utilization of surplus stores of other Railways in the construction of the Neilgherry branch line, and

I am to invite the attention of the Government of India to the decided expression of the views of the Railway officers on the subject of receiving such articles as girders and carriage turn-tables without the Company's Consulting Engineer having an opportunity of subjecting them to such a test as is usually employed in the case of iron work purchased in England under the direction of the Board, and without a guarantee of the completeness and quality of the stores. Having in view these objections and the adverse circumstances pointed out by Major Prendergast, His Excellency the Governor in Council trusts that the Government of India will, on re-consideration, see the expediency of sanctioning the indent on England for all the articles included therein, except zinc sheets, which it is proposed to draw from the excess stores at Bombay.

2. The suggestion of the Acting Chief Engineer regarding the interchange of lists of surplus stores on Railways appears worthy of adoption, and I am to recommend the matter to the consideration of the Government of India.

I have the honour to be,

Sir,

Your most obedient servant.

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 221.

From

Major H. L. Prendergast R.E.,
Consulting Engineer for Railways,

To

Colonel J. Carpenter R.E.,
Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

With reference to G.O. No. 1123
of the 21st April 1871, I have the
honour to forward letter No. 289 of the
instant, in which the Agent and
Manager of the Madras Railway express
his opinion in support of that
given by the Chief Engineer, that it
would not be advisable to purchase
such articles as Girders and Timbers
from

CONSULTING ENGINEER'S OFFICE.

Railway Department.

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such articles as Girders and Timbers
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from other Indian Railways.

2. The Government of India attach much importance to the utilization of surplus stores, in their letter of the 5th April 1871, No. 132; and of the articles entered in this indent, therein marginally detailed there are girders and fine wheels in Store at Bombay, and Carriage turn-tables at Lalautta.

with 40 ft
9 ft long
6 ft 3 in
12 ft 7 in

3. The objections of the Railway officers are, that the girders and turn-tables will not have been tested and approved by the Company's Consulting Engineers in England; also that there would be no security as regards packing, and the removal of the stores in complete condition. The girders are the principal items

and as the designs of masonry works in the Neilgherry branch line would have to be altered to suit the different lengths of girders in Store at Bombay, it is necessary that the Chief Engineer should be informed of the precise description of girder that is offered to him.

4. From conversation with the Chief Engineer, I also understand that he would not be satisfied with any iron work received from another Company, without going through the process of testing; no prices have been given of the stores, and girders would have to be conveyed over the Line ^{upwards of} 1000 miles from Bombay to Coimbatore.

from other Indian Railways.

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with 40 9 1/2
9 1/2
6 1/2
12 1/2

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Madras to Coimbatore, or 105 miles
from Puyyapatt to Coimbatore. Thus
there will be at least 750 miles of
additional carriage by rail or at the
average Tariff rate for iron girders, viz.
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Railway, a charge of Rs 93. 12. 0 per ton.

Again, turn-tables are of different
descriptions, they are made up of many
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than once, within the last few months
written to obtain stores from Bombay:
if then there is no absolute necessity for
the Madras Railway to take the girders
and turn-tables, but if they may be
brought into use hereafter in some of
the Bengal or Bombay Lines, I
would submit for the consideration
of the Government, that the indent
on England for these articles may
be passed: the zinc sheets only being
omitted.

Madras
17th May 1871

I have the honour to be
Sir
Your most obedient servant
Wm. B. D. to Major G.
Sg. Genl. Eng. for Railways

11/11

[illegible]

Dated 11-23-23
 Received 11-23-23
 No. 221

*To the Secretary to Government
P. W. Department
Port St. George*

From
The Consulting Practice
of Paul

Box 4 January 1717-1718-1719
" 12 " 1717-1718
" 21 April 1718-1719

Dr. H. 1871
ITALIAN DEPARTMENT

10

MADRAS RAILWAY.

Madras, 10 th May 1891.

From

Beverford Amelanson Esq
Acting Agent and Manager. of the M. & O.

Te

Mayor H R Dundergast R B
 ag Consulting Engineer for Railways.

SIR

With reference to your letter No 284 of the 3rd instant and to G. O No 1123 dated the 21st ultimo, I have the honour to solicit your attention to the enclosed copy of the Acting Chief Engineer's letter upon the subject of the suggestion of the Government of India that some of the surplus stores of Railways in other Presidencies may be used in the construction of the Kailasherry Branch.

2. I quite concur in the opinion expressed by Mr. Goring that it would not be advisable in the case of the Keilgherry Branch to purchase such

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surplus
my items
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consulting
from this
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stock

entitled as Guides or Show-tailed
others than those provided by
our own Directors and tested
and approved under the
direction of the Company's Consulting
Engineers.

Have the honor to be

Dear Sir,

Your most obedient servant

Michael Dickson

As agent to Managers

on the Bengal and Bombay Railways on whether
they would suit our requirements in any
respect.

Another very serious objection to the
proposed means of supplying the steel girders
Branch girder is that even supposing them
to be unexceptional in quality and design yet
we could have no security that they would be
packed and forwarded with that care and
attention to details which would ensure
their being received in a complete condition.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 10th May 1871.

Recd.

P.W. 2269/71
No. 289.

Soliciting attention to the enclosed copy of the Acting Chief Engineer's letter upon the subject of the suggestion of the Government of India that some of the surplus stores of Railways in other Presidencies may be used in the construction of the Kailgherry Branch.

C 242

Madrass Railway Company
Chief Engineer's Office
Madrass 6th May 1871.

The Ag. Agent & Manager
Dear Sir,

Referring to letter C. 284 dated 3rd instant from Consulting Engineer enclosing copy of J. O. No. 1123 of 21st ultimo I think it most desirable that lists should be interchanged between all the Railway Companies showing the surplus stores on each Railway as there are many items which might be thus transferred from one Railway to another to their mutual benefit.

2. I cannot however advise that this means should be adopted of providing the Bridge girders for Kailgherry Branch. It is desirable that these should be turned out by the manufacturers selected by our own Directors and tested under the instructions of the Consulting Engineer of the Company. But, apart from this consideration I have no means of knowing what is the design of girder stated to be in stock on the Bengal and Bombay Railways or whether they would suit our requirements in any respect. / 11/11/1871

3. Another very serious objection to the proposed means of supplying the Kailgherry Branch girders is that even supposing them to be unexceptional in quality and design yet we could have no security that they would be packed and forwarded with that care and attention to details which would ensure their being received in a complete condition.

4. The foregoing remarks apply in most respects equally to Carriage Turntables.
5. I should accordingly recommend that the Indents in question be supplied from England.

Yours faithfully
Sd/- J. H. Goring
Acting Chief Engineer

/True Copy/

Respectfully
Acting Agents & Messengers

Acting Agents & Messengers

P. H. 2269/71

Comptroller

No 1542 P.M.O.
Proceedings of the Madras Government
on.

Re Bengal Engineers } (H. E. No 2213 17 May 1871)
for Railways }

Ordered that these papers be forwarded for the consideration of the Govt of India.

It is observed that the zinc sheets required for the Kailgherry branch are proposed to be drawn from the excess stores at Bombay. The item may accordingly be expunged from the indent.

Ag. Comptroller
for Railways.
Despatched 6/71

H. E. No. 2213 17 May 1871

4. The foregoing remarks apply in most respects equally to Carriage Turntables.
5. I should accordingly recommend that the Indents in question be supplied from England.

Yours faithfully,
Sd/- J. H. Gair
acting Chief Engineer

/True Copy/

W. H. A. Anderson

Acting Agent & Manager

J. H. 22/6/71

Comptroller

No. 1542 P.M.O.
Proceedings of the Madras Government

Read the following

on
the Report of the Engineer
for Railways

(H. E. No. 2013 17 May 1871)

Ordered that these papers be forwarded for the consideration of the Govt of India.

It is observed that the 3rd sheet required for the Kilgherry branch are proposed to be drawn from the excess stores at Bombay. The item may accordingly be expunged from the indent.

Ag. Comptroller
for Railways.

Despatched 6/6/71

H. H. 20/6/71

No 1543

The Secy to the
Govt of India

Sir

Adverting to your
letters noted in the margin
I am directed to forward
the accompanying cor-
respondence on the sub-
ject of the utilization of
surplus stores of other
Railways in the con-
struction of the rail-
gherry branch line, and
I am to invite the
attention of the Govt of
India to the decided
expression of the views
of the Railway officers
on the subject of receiving
each

No 1880. L. of 24th Nov 70.
2059 L. of 22nd Dec 70.
632 L. of 5th Apr 71.

such articles as girders
and carriage turn-tables
without the Company's
Consulting Engineer
having an opportunity
of submitting them to
such a test as is usually
employed in the case
of iron work purchased
in England under the direction of
the Board, and without
a guarantee of the
completeness and
quality of the stores.
Having in view these
objections and the
adverse circumstances
pointed out by Major
Prendergast, His Excellency
the Governor in Council
trusts that the Govt
of

of India will, on recon-
sideration, see the
expediency of sanctioning
the indent on England
for all the articles in-
cluded therein, except
zinc sheets, which it
is proposed to draw
from the excess stores
at Bombay.

The suggestion
of the Ag. Chief Engineer
regarding the interchange
of lots of surplus stores
on Railways appears
worthy of adoption, and
I am to recommend
the matter to the con-
sideration of the Govt
of India.

J. May 26th

Recd 9/6/71 with reply
of Govt 15/2/71

630 May 21/71. 5 June 71

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the Proc 1838 of 13-7-71

By

General Manager
residence at the
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112019
Govt of 1871 Madras.

PUBLIC WORKS.

To the Honble Consulting Engineer
for Railways
and
To the Secretary to the
Govt of India.

Dated

Recd.

Encl. 2

G. O. 8th June 1871. No 1542-1543

Nos. 117-1178118

[Faint handwritten text, likely a memorandum or letter body, mostly illegible due to fading.]