MRO 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair 12-1-

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2150 Press Mis.

271-72.

Dated 22-8- 1871.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 22nd August 1871.

No. 271. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 29th July 1871, No. 335 :—

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 20th July 1871, No. 435.

WITH reference to your endorsement No. 429 upon G. O., No. 1,747, dated the 30th ultimo, I have the honour to enclose copy of the Locomotive Superintendent's letter, No. 208, of the 18th instant, in which explanation is afforded as to the estimated cost of the Goods Brake Vans required by this Company.

From the Locomotive Superintendent, to the Acting Agent and Manager of the Madras Railway Company, dated Perambore Works, 18th July 1871, No 208

WITH reference to the remark in the letter from the Under Secretary to the Government of India, Department Public Works, to the Secretary to the Government of Madras, Department Public Works, dated 17th June 1871, No. 1,046 R, communicated in the Order of this Government, dated 30th idem, No. 1,747, as to the high cost of the Goods Brake Vans, I beg to state that the estimate was framed on the basis of the cost of Brake Vans of the same description previously constructed in these Workshops. These vehicles, though called Goods Brake Vans, are in reality large passenger luggage vans, and are made very strong and heavy to give them greater retarding power than the old muster vans They are 4 feet longer than the old vans, and weigh 8 to 8½ tons They are also constructed with a separate fireproof compartment, lined throughout with sheet copper for carrying goods of a combustible nature, and are double-roofed throughout. These additions and the alteration of the iron-work which was originally intended for vans 4 feet shorter in length, together with the cost of the extra timber and labour, render the estimate high ; but I have reason to believe that the vans now under construction, and the six referred to in the Government Order under reference, will be built for some Rupees 300 to 400 less than the estimated cost of each vehicle ; but I do not think it safe to reduce the amount asked for, as some margin must be left for contingencies.

SUBMITTED to Government in reply to G. O , No. 1,747, of the 30th June 1871, and as called for by the Government of India in letter No. 1,046, dated 17th June 1871.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

No. 272. ORDER THEREON, 22nd August 1871, No. 2,150.

RAILWAY, No. 35.

ORDERED that these papers be forwarded to the Government of India.

(Here enter No. 2,151, dated 22nd August 1871.)

(True Extract.)

Captain, R.E.,
Under Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 22*nd August* 1871.

No. 273.

No. 2,151.

To

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

RAILWAY, No. 36.

SIR,—With reference to your lette No. 1,046 R, dated 17th June 1871 requesting an explanation as to the apparently high cost of the Goods Brake Vans included in the estimate submitted with Colonel Orr's letter of the 31st May 1871, No. 1,475, I am directed to forward the accompanying papers in which it is explained that the vans in question have been estimated for on the basis of previous constructions and are of a more elaborate pattern than their name would seem to imply, being designed not only for the conveyance of passengers' luggage, but also for the accommodation of goods of a combustible nature, and they are double-roofed throughout. Under these explanations, and taking into account the other items of cost enumerated by the Locomotive Superintendent, I am to request that the estimate may be passed for the proposed amount.

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

Captain, R.E,
Under Secretary to Government.

Exd S. T. Augustin

№ 335.

Submitted to Government in reply to Lr © №. 1747 of the 30th June 1871: and as called for by the Government of India in letter © №. 1014 dated 17th June 1871.

Madras
7th July 1871

Chas Lindley Major R.E.
Ag. Cons. Engineer for Railways

To,

The Secretary to Government
Public Works Department
Fort Saint George.

Rd 31st June/71 No. 524 525

P. Dr. 1871 Despatch
Public Works Dept No. 3669.
The Consulting Engineer
for Railways.

To
The Secretary to Govt
P. W. D.

Dated 29th July/71.
Rec'd 1st Augt July/71.

Encl. 2. A
Ft 335.

Submitting a
letter received from the
Agent to the R. affording
explanation, relative
to the estimated cost
of the Goods Brake
Vans.

No. 2150-2151. 22 Augt

Ap 27
6 Obj & Answd in O. C.

Endorsement

No. 435

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 20th July 1871

From

Beresford Anderson Esqre
Actg Agent and Manager of the M. R. Company

To

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

Sir,

With reference to your endorsement No. 429 upon G. O. No. 1747 dated the 30th ultimo, I have the honor to enclose copy of the Locomotive Superintendent's letter No. 208 of the 18th instant in which explanation is afforded as to the estimated cost of the Goods Brake Vans required by this Company.

I have the honor to be
Sir
Your most Obedient Servant
Blenfield Anderson.

Actng Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 29th July 1871.
Rcvd 2nd Aug. "

No 4057

Enclosing Copy of the letter from the Govt. of India No 1746 dated 17th June 1871 with its enclosures on the subject of the Estimate for the Extension of the Carriage Workshops at Perambore.

Received 3 Aug 1871

Madras Railway
Loco Superintendent's Office
Perambore Works 18th July 1871

No 208.

To.

The Ag. Agent and Manager,

Dear Sir,

With reference to the remarks in the letter from the Under Secretary to the Government of India D. P. W. to the Secretary to the Government of Madras D. P. W., dated 17th June 1871, No. 1046 R. communicated in the Order of the Government dated 30th idem, No. 1747 - on to the high cost of the Goods Brake Vans, I beg to state that the Estimate was framed on the basis of the cost of Brake Vans of the same description formerly constructed in these Workshops. These vehicles though called Goods Brake Vans are in reality large Passenger Luggage Vans, and are made very strong and heavy to give them greater retarding power than the old-pattern Vans. They are 4 feet longer than the old Vans, and weigh 8 to 8½ Tons. They are also constructed with a separate fireproof compartment, lined throughout with sheet Copper for carrying goods of a combustible nature; and are double-roofed throughout. These additions and the alteration of the Ironwork which was originally intended for Vans 4 feet shorter in length, together with the cost of the extra Timber and Labor; render the Estimate high; but I have reason to believe that the Vans now under construction and the 6 referred to in the Government Order under reference

will be built for some Rs. 300 to 400 less than the estimated cost of each vehicle, but I do not think it safe to reduce the amount asked for, as some margin must be left for contingencies.

Yours faithfully
(Sd) W. Barlow Wright
Loco. Superintendent

(True Copy)
Illegible Auditor.

Acting Agent & Manager

Compd town

P.A. 1869

Public Works Department

No. 2150.

Proceedings of the Madras Government

Under date the 22nd August 1871

Read the following

From The Consulting Engineer for Railways. } (P.E. No. 3357 / 29th July 1871)

Ordered that these papers be forwarded to the Government of India.

To The Consulting Engineer for Railways.
Dept. 23/8/71.

No. 2151.

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

Sir,

With reference to your letter No. 1046 P dated 17th June 1871 requesting an explanation as to the apparently high cost

cost of the Goods Brake Va:
included in the Estimate
submitted with Colonel
Cris letter of the 31st May
1871, No 1475, I am directed
to forward the accompany
ing papers in which it
is explained that the Vans
in question have been
estimated for on the bas
of previous constructions
and are of a more elabo
-rate pattern than their
name would seem to imply
being designed not only
for the conveyance of
passengers' luggage, but
also for the accommodatio
of goods of a combustible
nature, and they are double
roofed

roofed throughout. Under
these explanations, and
taking into account the
other items of cost
enumerated by the
Locomotive Superintendent,
I am to request that
the Estimate may be
passed for the proposed
amount

Agreed
Dj aug. 7th

Desp 23/8/71 with 7 copies
Govt 2150 of 1871.

C. No. 3869.

Govt of (1871) Madras.

PUBLIC WORKS.

To The Actg Consulting Engr for Railways
and
To The Secretary to the Govt of Bengal

Dated

Recd. End 2

G.O. 22 Aug. 71. No. 2150-2151

Nos. 271-272-1273

Letter /

Affording explanation regarding the high cost of certain goods brake vans and requesting ~~to~~ for the ~~estimate~~ submitted.

Goods Brake Vans (O. Railway)

Posting orders on the Consulting Engr's letter affording explanation relative to the estimated cost of the Goods Brake Vans -