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(1) Number of pages 16

(2) Date of repair

(3) Initials of the Referencer

5-7

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 2936 Press / Mis.

Dated / 18 / .

Not to be folded or roughly handled

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

No. 118. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Buildings and Roads—Military,) to the Secretary to the Government of Madras, Public Works Department, dated Simla, 19th June 1871, No. 715-B.M.:—

WITH reference to your letter No. 306, of 1st February last, forwarding a Packing Account of iron works shipped on account of the Snider Factory which it was intended to erect at Madras, I am directed to suggest that enquiry be made of the Guaranteed Railway authorities in Madras whether these materials would be in requisition, and could be utilized for Railway purposes in that Presidency.

2. I am at the same time to forward copy of a note on the subject of these materials prepared by the Under-Secretary in the Railway branch of this office, with a suggestion that it may be amended or supplemented if necessary.

3. If it be not possible to utilize the materials on the Guaranteed Railways in Madras, it is requested that the Chief Commissioner of Mysore and the Resident at Hyderabad be consulted with reference to the same being used on works connected with the State Railways in these Provinces.

4. Should the latter reference also prove unsuccessful, I am to request that a correct description, with prices of the articles and all needful plans, may be sent to this office, in view to the matter being further considered.

Note by the Under-Secretary in the Public Works Department, Railway branch, dated 10th June 1871.

I HAVE examined the Packing Account which accompanied Madras letter No. 306, 1st February 1871, and also the bundle of drawings showing Colonel Boxer's design for the Boxer Snider Cartridge Factory intended to be erected at Madras.

2. I find, or rather surmise, from an inspection of the drawings that alternative designs have been prepared, and that we have a selection of drawings from both. The same plan, however, appears to apply to the two designs; we have one elevation of the outside of the factory and one section of the roof which would bring the tie-rods of the girders about 16 feet above floor line. Again, we have one longitudinal section and one cross section of the factory which show the tie-rods to be about 27½ feet above the floor line. In this case the long cast-iron columns, which are shown to support the roof, are stiffened half way up by means of cast-iron struts. The cross section of the roof is different in the two designs, so we are at a loss to know exactly what is offered to the Railway branch.

3. Generally, however, we learn that a brick building has been designed to carry the outer edge of an iron roof, the roofing over the interior of the building being supported on hollow cast-iron columns which are used as down rain pipes. Below are socket pipes to carry off the water from the columns.

4. The roof is some kind of ridge and burrow with vertical glass sashes arranged specially with regard to prevailing winds. The principals of the roofs are probably 6 feet 8 inches apart, and are supported on wrought-iron girders, which also carry the gutters from column to column.

5. The outline of the building is rectangular about 200* feet long, of which length 120 feet is 60 feet wide, and the remainder, or 80 feet, is 100 feet wide. This whole area, 18,200 superficial feet, is divided, by the vertical columns on the plan, into squares of 20 feet.

* 120 × 60 = 7,200
80 × 100 = 8,000
15,200

6. The addition to this general building there are three large rooms with brick-walls,

$$\left.\begin{array}{l} 26\cdot 4 \times 38\cdot 7\tfrac{1}{2} \\ 27\cdot 0 \times 38\cdot 7\tfrac{1}{2} \\ 22\cdot 10 \times 38\cdot 7\tfrac{1}{2} \end{array}\right\} \text{ in the clear.}$$

The roofs over which are also ridge and furrow with louvres; the furrow runs on an iron girder which is placed on the walls in the middle of the room in its longest direction. The area of these three rooms is about 3,000 square feet. Roofing has come out and also socket pipes, but I see in the packing list mention made of only two columns. Whether the whole of the 18,200 square feet of roofing which I have mentioned above is arrived or not I cannot say, but I think that the whole could be utilized on some of the Railways in progress.

7. The three rooms, 3,000 square feet, are distinct from the rest and may be utilized in any place where three good rooms are wanted.

8. The bulk of the roof consisting of thirty-eight squares, each 20 × 20, so far as I can tell from the papers, is well suited for railway work in many ways, for instance it would cut up into engine sheds, but of course it would be most economically used in a block in the shape in which it was designed.

9. About 35 tons of socket piping may be useful, but I am not sure about the diameters and bends; the pipes vary much in size, and if the roof can be used as a block, it will be well to order the necessary columns to be cast, and erect the building as it was designed, using the piping as drains below the floor.

10. The roofs for these separate rooms, 3,000 square feet, might almost certainly if they exist be used in the Bangalore Terminus, Mysore State Railway. Before making over the bulk of the consignment to Captain Lindsay, I think that it would be well for Madras authorities to consult the Madras Railway Company, for such a roof ready to hand may perhaps be wanted at Raichore or elsewhere.

11. I draw attention to the fact that teak boards, iron tongued and prepared for the reception of the zinc plate covering, have been sent from England for this cartridge factory roof.

No. 119. ORDER THEREON, 8th September 1871, No. 2,286.

MILITARY WORKS, No. 3A.

ORDERED that these papers, together with the original "specification of shipment" of roof-work for the Boxer Snider Cartridge Factory, which it was proposed to erect at Madras, and the plans of the building, be forwarded to the Consulting Engineer for Railways, with a view to enquiry being made and an early report submitted as to whether any of the materials can be utilized by the Railway Companies in this Presidency.

(True Extract.)

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

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

Note by the Under Secretary in the P.W.D. Railway Branch – d/ 10th June 1871.

I have examined the packing account which accompanied Madras letter No. 306 – 1st February 1871 and also the bundle of drawings showing Colonel Boxer's design for the Boxer-Snider cartridge factory intended to be erected at Madras.

I find, or rather surmise from an inspection of the drawings, that alternative designs have been prepared and that we have a selection of drawings from both. The same plan however appears to apply to the two designs, we have an elevation of the outside of the factory and one section of the roof which would bring the tie rods of the girders about 16 feet above floor line – Again we have one longitudinal section and one cross section of the factory which show the tie rods to be about 27½ feet above the floor line. In this case the long cast-iron columns, which are shown to support the roof, are stiffened half way up by means of cast iron struts. The cross section of the roof is different in the

the two designs so we are at a loss to know exactly what is offered to the Railway branch.

Generally however we learn that a brick building has been designed to carry the outer edge of an iron roof, the roofing over the interior of the building being supported on hollow cast iron columns which have used as down rain pipes. Below are socket pipes to carry off the water from the columns.

The roof is some kind of ridge and furrow with vertical glass sashes arranged specially with regard to prevailing winds. The principals of the roofs are probably 6-8" apart and are supported on draught iron girders which also carry the gutters from column to column

The outline of the building is rectangular about 200 feet long of which length 120 feet is 60 feet wide and the remainder, or 80 feet, is 100 feet wide. This whole area 18200 superficial feet is divided by the vertical columns, on the plan into

squares

* 120×60 = 7200
50×100 = 8000
15,200

squares of 20 feet.

The addition to this general building there are three large rooms with brick walls

26.4 × 38.7½
27.0 × 38.7½
22.10 × 38.7½
} in the clear

The roofs over which are also ridge and furrow with louvres; the furrows run on an iron girder which is placed on the walls in the middle of the room in its longest direction: The area of these three rooms is about 3000 square feet. Roofing has come out and also socket pipes, but I see in the packing list mention made of only two columns. Whether the whole of the 18200 square feet of roofing which I have mentioned above is arrived or not I cannot say, but I think that the whole could be utilized on some of the railways in progress.

The three rooms, 3000 square feet, are distinct from the rest and may be utilized in any place where three good rooms are wanted.

The bulk of the roof consisting of 38 squares, each 20×20, so far as I can tell from

from the papers is well suited for railway work in many ways, for instance it would cut up into Engine sheds, out of course it would be most economically used in a block in the shape in which it was designed.

About 35 Tons of socket piping may be useful but I am not sure about the diameters and kinds: the pipes vary much in size, and if the roof can be used as a block it will be well to order the necessary columns to be cast, and erect the building as it was designed using the piping as drains beland the floor.

The roofs for these separate rooms, 3000 square feet, might, almost, certainly, if they exist, be used in the Bangalore Terminus Mysore State Railway. Before making over the bulk of the consignment to Captain Lindsay I think that it would be well for Madras authorities to consult the Madras Railway Company, for such a roof ready to hand may perhaps be wanted at Raichore or elsewhere.

I draw attention to the fact that Teak boards, iron tongued and prepared for for the reception of the zinc plate covering, have been sent from England for this Cantridge factory roof.

Yr

E & O.E.

All communications should be addressed to the Secretary.

No. 715 B. &c.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

BUILDINGS AND ROADS.

Military

To

The Secretary to the Government of Madras,
Public Works Department.

Simla, 19th June 1871.

Sir

With reference to your letter No 396 of 1st February last, forwarding a Packing Account of Iron works shipped on account of the Spinner Factory which it was intended to erect at Madras, I am directed to suggest that enquiry be made of the Guaranteed Railway authorities in Madras whether these materials would be in requisition, and could be utilized for Railway purposes in that Presidency.

2. I am at the same time to forward copy of a note on the subject of these materials prepared by the Under Secretary in the Railway Branch of this office, with a suggestion that it may be amended or supplemented if necessary.

3. If it be not possible to utilize the materials on the guaranteed Railways in Madras, it is requested that the Chief Commissioner of Mysore, and the Resident at Hyderabad, be consulted, with reference to the same being used on works connected with the State Railways in the

those Provinces.

4 Should the latter reference also prove unsuccessful, I am to request that a correct description, with prices of the Articles, and all needful plans, may be sent to this office, in view to the matter being further considered –

I have the honor to be,
Sir,
Your most obedient Servant –

C W Hutchinson Colonel RE.
Offg: Deputy Secretary to the
Government of India

Rec'd 1st February 1871 Ans'd

No. 1871 Ult.
Rec'd 3rd Ult. & submitted
No. 3133.

From.
The Govt of India

Valid 19th June } 1871
Read. 3rd July }
Rec'd No. 715 B. Inv.

Leaving
instructions for the
disposal of the materials
sent from England on
account of the Snider
Factory which it was
intended to erect at
Madras.

No. 1286. 3rd September 71

No. 118

No. 2286. P. W. D. 15

Proceedings of the Madras Govt

Read the following

From.
The Govt of India - (H. E. Dep. 715 B. Inv. 19th June 71)

Ordered that these
papers together with
the original "Specification
of shipment of Roof
work for the Boxer
Snider Cartridge Factory"
which it was proposed
to erect at Madras, and
the plans of the building
be forwarded to the
Consg Engineer for
Railways, with a view
to enquiry being made
and an early report
submitted

the submitted as a letter
4 any of the materials
p. can be utilized by the
co Railway Companies in
ne this Presidency.

Ans

3 (2)

Sd.

The Govt. for
Railways
Secretary to Govt.

Desp. 9/9/71 × Desp. 14/9/71

× Desp. 11/9/71 -

C - No - 3133.

Cobt of 1871 Matters.

PUBLIC WORKS.

To The Acting Comptroller
Engr for Railways

8 Septr 2286.

Nos. 118 & 119

Materials of the Leider
Factory. Papers together with
the original specification & Plan
of the Machinery & Tools
for the Beauharnois Factory
& the Plans of the
Factory & the Plans of the
Dies forwarded to the
Department by Engr for Railways
reference as to whether any
of the Materials can be
utilized by the Railway
Manufactories in this Province.