M.R.O. 1—77,006—3-8-37.

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(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1591-1592 Press
1850 Mis.

Dated 2 - 7 - 1872.

Not to be folded or roughly handled

No. 48. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 7th June 1872, No. 286 :—

AGREEABLY to the instructions conveyed in the Order of Government, dated the 4th ultimo, No. 1,149, I have the honour to submit two indents for permanent-way materials for the Great Southern of India Extensions.

Indent No. 1 provides for the whole line (228·88 miles, including sidings) being laid with sleepers of creosoted fir, and iron rails weighing 40·3 lbs. per yard.

Indent No. 2 provides for 87 miles being laid with the iron sleepers and 68 lbs. rails which are now on hand, the remainder of the line (141·88 miles) being laid with wooden sleepers and 40·3 lbs. rails as in indent No. 1. A small supplementary indent, No. 3, accompanies indent No. 2, and provides for a few fish-plates and bolts and nuts which are required to complete the equipment of 87 miles with the iron material now on hand.

2. With reference to the proposed transfer of the permanent-way materials now in store, I have the honour to enclose a letter* from the Agent of the Great Southern of India Railway giving a list of the prices at which his Directors are willing to dispose of them.

* No. 4,524, dated 28th May 1872.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 28th May 1872, No. 4,524.

I NOW have the pleasure to attach a list of the prices at which my Directors are willing to dispose of the permanent-way material at present in store at Negapatam. These prices are quoted in a letter dated the 3rd instant, received from Mr. Notman by the last mail. Will you kindly inform me if any further communication on this subject has been made by the Government of India.

Extract from Secretary's letter No. 62, dated London, 3rd May 1872, *to the Agent.*

Permanent-way Materials.—The Consulting Engineer has obtained from the manufacturers who supplied the permanent-way materials sent out for the Southern Extension and now in store, the present market prices for materials of the same description. The prices quoted are for delivery F. O. B. in London, and are as under :—

	£.	s.	d.	
Rails	11	0	0	per ton.
Pot Sleepers	6	0	0	,,
Tie-bars	13	0	0	,,
Gibs and Cotters	20	0	0	,,
Bolts and Nuts	20	10	0	,,
Fish-plates	12	0	0	,,

2. These prices have been submitted to Mr. Rendel in order that he might, as an independent authority, give his opinion upon them. Mr. Rendel, in reply, states "I think the rates are quite as low, taken as a whole as you could expect to purchase the articles for in the open market at the present time."

3. The present quotation for freight from London to Bombay is 25 shillings per ton, and the rate for insurance you may take at 60 shillings per cent.

4. These prices will form a guide for you in negotiating a sale of the permanent-way materials belonging to the Company to the Government of His Highness the Nizam. It is understood that the 68 lbs. rails will be sold as 60 lbs., or 106·86 tons of those now in store at the price of 94·29 tons.

5. Copies of Mr. Bruce's letter, and of the letter from the Company's ship-brokers with regard to the rate of freight, are sent herewith for your information.

(True Extract.)

27th *May* 1872. (Signed) W. S. BETTS, *Agent.*

From G. B. BRUCE, Esq., to H. W. NOTMAN, Esq., dated 2, Westminster Chambers, S. W., 19th April 1872.

I HAVE your letter of yesterday's date on the supposition that the 68 lbs. rails that have been sent out are sold to the Nizam as 60 lbs. rails at the price at which they could be delivered at Negapatam; and further that the cast-iron sleepers are not sold, the comparison of results between this proposed sale and the condition of things if the Company lay down the rails already in hand would be somewhat as follows:—

The cast-iron sleepers, if not sold with the rails, would be of little or no value. Their carriage home to be broken up for old iron would probably cost more than can be got for them, and I am not aware of there being any market in Madras for such material.

I have, therefore, assumed that they are to be a dead loss if the proposal to sell the rails without the sleepers is carried out.

The cost involved therefore in the charge of laying down the 36 lbs. rails is shown in the table below, and amounts in all, after giving credit for an assumed profit upon the sale of rails, to lbs. 1,811 per mile. If the Company keeps 68 lbs. rails, the cost will then have been lbs. 1,829 per mile, making virtually no difference.

If this is to be the condition of things, of course there can be no question that, considering the difficulty of getting light rails at all just now, and the delay which may take place in sending them out, it would be very unwise to dispose of the old rails.

This confirms what I said in the previous letter that it would not be advisable to sell the rails without their accompanying sleepers.

The estimate in the statement below is based on the information you give me that freight might be obtained at £ 1 per ton:—

	£
Estimated. Cost of new 36 lbs rails per mile delivered at Negapatam ...	693
Cost of sleepers and other fittings	416
Cast-iron sleepers and tie-bars rendered worthless	815
	1,929
Less estimated profit on sale of rails	118
Cost of new road per mile ...	1,811

From G. B. BRUCE Esq., to H. W. NOTMAN, Esq., dated 2, Westminster Chambers, 29th April 1872.

I HAVE ascertained the present price of the permanent-way materials from the manufacturers who shipped these to the Company two years ago. In estimating the present value free on board in London, I have only taken credit for the rails as weighing 60 lbs. per yard instead of 68 lbs., which is the actual weight.

2. I have left you to add whatever you may see fit for freight.

		Tons.	£. s. d.	£. s. d.
Rails, 60 lbs. per yard	...	94¾	11 0 0	1,037 2 10
Sleepers, 80 lbs each	...	126	6 0 0	756 0 0
Tie-bars	...	20	13 0 0	260 0 0
Gibs and Cotters ...	...	⅘	20 0 0	16 0 0
Bolts and Nuts ...	...	⅘	20 10 0	16 8 0
Fish-plates ...	...	4	12 0 0	48 0 0
			Total for 1 mile ...	2,133 10 10

Add freight of, say, 246 tons.

From Messrs. JOHN ALLAN and SONS, to H. W. NOTMAN, Esq., dated 2, Leadenhall Street, E. C.

THE present rate of freight for rails from London to Bombay and Negapatam would be 25 shillings per ton.

No. 49. ORDER THEREON, 2nd July 1872, No. 1,591.

RAILWAY, No. 7.

ORDERED that the indents received with this letter be forwarded to the Government of India.

2. The prices at which the Directors of the Great Southern of India Railway are willing to dispose of the permanent-way materials sent out for the Southern Extension have already been communicated to the Government of India by telegraph.

(Here enter No. 1,592, dated 2nd July 1872.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, *2nd July* 1872.

No. 50.

No. 1,592.

To

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

RAILWAY, No. 8.

SIR,—In accordance with the request made in your letter No. 595-S. R., dated 26th April 1872, I am directed by His Excellency the Governor in Council to submit the accompanying indents for permanent-way materials for use on the Great Southern of India Extensions. Indent No. 1 shows the amount which will be required if the 87 miles of materials now in store at Negapatam be transferred to the Nizam's Government, and indent No. 2 shows the total that will be necessary if the transfer be not effected. A supplementary indent numbered 3 providing for a small quantity of fish-plates and bolts which are stated to be required to complete the equipment of 87 miles with the iron materials now on hand is also forwarded.

2. The accompanying extract from the Board's letter* contains the prices asked for their materials, a summary of which was telegraphed to you on the 8th instant.

* No. 62, dated 3rd May 1872.

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

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

Govt. of {1872} Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF INDIA.

Dated July 2nd.

Recd. *Encl.*

G. O., 2nd July 1872, *No.* 1,592.

JULY

No. 50

FORWARDING for sanction indents for permanent-way materials for use on the Southern Extension of the Great Southern of India Railway.

No. 4524 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, May 28th 1872

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

I now have the pleasure to attach a list of the prices at which my Directors are willing to dispose of the permanent way material at present in Store at Negapatam. These prices are quoted in a letter dated the 3rd instant received from Mr Rotman by the last mail. Will you kindly inform me if any further communication on this subject has been made by the Government of India

I have the honor to be
Sir
Your most obedt Servt
William Betts
Agent

Great Southern of India Railway
Engineers Office
2 Westminster Chambers
S.W.
19 April 1872

H.W. Norman Esqre

My dear Sir

I have your letter of yesterday's date. On the supposition that the 68 lbs rails that have been sent out are sold to the Nizam as do the rails at the price at which they could be delivered at Negapatam; and further that the cast iron Sleepers are not sold, the comparison of results between this proposed sale and the Condition of things if the Company lay down the rails already in hand worked be somewhat as follows

The cast iron Sleepers if not sold with the rails would be of little use no value. Their carriage Home to be broken up for old iron would probably cost more than can be got for them, and I am not aware of there being any market in India for such Material

I have therefore assumed that they are to be a dead loss if the proposal to sell the rails without the Sleepers is carried out.

The cost involved therefore in the Change of laying down the 36 lbs rails is shewn in the table below and Amounts in all after giving

By Hand

From
The Agents
G.S. & W. Ry.

To
The Consulting Engineer
for Railways
India Office

Dated 29th May
1872

Rec'd 31. " "

No. 28409/24

Forwarding a Statement
of the Quantities of Permanent
Way Material in Stock
&c. &c. &c.

giving credit for an assumed profit upon the sale of rails to £ 1811 per mile. If the Company keeps the rails the cost will then have been £ 1829 per mile making virtually no difference

If this is to be the condition of things, of course there can be no question that. Considering the difficulty of getting light rails at all just now and the delay which may take place in sending them out, it would be very unwise to dispose of the old rails

This Confirms what I said in the previous letter that it would not be advisable to sell the rails without their accompanying sleepers.

The estimate in the Statement below is based on the information you give me that freight might be obtained at £1 per ton

Yours faithfully
(Sgd) George B. Bruce

Estimated

Cost of New 36 lb rails per Mile delivered at Negapatam £	698
" of Sleepers & other fittings	416
Cast iron Sleepers & Tie Bars rendered worthless	815
	1929
Less estimated profit on sale of rails	118
Cost of new road per Mile £	1811

Great Southern & Sadlers Railway
Engineers office
2 Westminster Chambers
April 29 1852

My dear Sir

I have ascertained the present price of the permanent way Materials from the Manufacturers who shipped these to the Company two years ago In estimating the present Value free on board in London I have only taken credit for the Rails as weighing 60 lb. per Yard instead of 62 lbs which is the actual weight

I have left you to add whatever you may see fit for freight

Yours faithfully
(Sgd) George B. Bruce

H. C. Hotham Esqr.

	Tons		
Rails 60 lbs per Yard	94 2/7	£ 11	1037. 2. 10
Sleepers 10 lbs ea —	126	£ 6	756. 0. 0
Fir bars	20	£ 13	260. 0. 0
Nuts & Collars	4/5	£ 20	16. 0. —
Bolts & Nuts	4/5	20/pr.	16. 0. 0
Fish plates	4	12/p.	48. 0. 0

Total for 1 mile £ 2133. 10. 10

Add
Freight of Say 246 Tons

1/1/2840/72

John Allan & Sons
2 Leadenhall Street
E.C.

8

Dear Sirs

The present rate of freight for Rails from London to Bombay and Negapatam would be 25/- per Ton

We are Dear Sirs

Yours truly
/sgd/ John Allan & Sons

H. W. Norman Esqre

/ Spare Copy /
Accountant Bills

AA

P.W. 2840/72.

Railway Deptt

Cons: Engineer's Office

No 286.

G

From

Lieutt Colonel J. H. M. Shaw Stewart R.E.
Cons: Engineer for Railways

To

Colonel G. W. Walker R.E.
Secretary to Government
Public Works Deptt
Fort Saint George

Sir,

Agreeably to the instructions conveyed in the order of Government dated the 4th ultimo, No 1149, I have the honour to submit two indents for permanent way materials for the Great Southern of India extensions.

Indent No 1 provides for the whole line (228·88 miles, including sidings) being laid with sleepers of

creosoted fir, and iron rails weighing 40·3 lbs per yard.

Indent No. 2 provides for 87 miles being laid with the iron sleepers and 68 lb rails which are now on hand: the remainder of the line (141·88 miles) being laid with wooden sleepers and 40·3 lbs rails as in indent No 1. A small supplementary indent, No 3, accompanies indent No. 2; and provides for a few fish-plates and bolts and nuts which are required to complete the equipment of 87 miles with the iron material now on hand.

2. With reference to the proposed transfer of the permanent way materials now in store,

† No 4524
28th May 1872.

I have the honour to enclose a letter from the Agent of the Great Southern of India Railway, giving a list of the prices at which his Directors are willing to dispose of them.

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

Madras
7th June
1872

Lieutenant Colonel &c
Cons: Engineer for Railways

P. W. 1872 L 6446
Pros: of Govt Dr: 28140.
The Com: Engr
for Rep

To the Secy to Govt
P. W. D.
Fort St George

Dated 7th June 1872.
Rec'd 8th June 1872.

No 286.

Engr: 6. L. E. Rd Dy
17-7-72

Submitting two indents for permanent way materials for the Great Southern of India extensions.

No 15. 91-2 dated 1/7/72

No 48

Rec'd Letter No. Dated 27th July/72

Govt. of India.

Sir. In accordance with the request made in your letter No: 595 S.R dated 26th April 1872, I am directed by His Excellency the Governor in Council to submit the accompanying Indents for permanent way materials for use on the G.S. of India Extension. Indent No: 1 shows the additions which will be required if the 87 miles in open materials now in stock at Rajapalaiyam be transferred to the Nizam's Government Railway and Indent No: 2 shows the total that will be necessary if the transfer be not effected.

A

& No 62 d/3 May/72.

A supplementary Indent numbered 3, providing for a small quantity of fish plates and bolts which are stated to be required to complete the Equipment of 87 miles with the new materials now on hand, is also forwarded.

The accompanying Extract from the Board's letter contains the prices asked for their materials, a summary of which was telegraphed to you on the 8th Inst.

Gillis

25

Desp. 8/5/72 with 2 Indents

No. 2840

Govt. of [1872] Madras.

PUBLIC WORKS.

To The Commg Engrs for Railways and to the Secretary to the Govt of India

Dated

Recd. Encl.s 3 1591.

G. O. 2 July 1872.-1592.

Nos. 48-49-50

Indents submitted by the Engr. for permanent Way Materials required for the Southern Railway & Engr. is ordered to be forwarded for the sanction of the Govt of India.

Forwarding for sanction Indents for permanent way Materials required on the S. R.

Lieut. Reddrow 27 June