

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1984-85	Press Mis.
336-38	
Dated 20th August 1872	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th August 1872.*

No. 336. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 26th July 1872, No. 1,168-G. R. —

I AM directed to acknowledge the receipt of your letter No. 1,613, dated the 4th July 1872, submitting for sanction an Indent on the Board of Directors of the Madras Railway Company for machinery and stores required for the Locomotive Department, at an approximate cost of Rupees 1,29,100, and stating that none of the stores now indented for are procurable from the surplus stock of other Guaranteed Railway Companies.

2. In reply I am directed to state, with reference to the large quantity of iron included in the indent, that though the precise sizes required may not be obtainable from the surplus stock of other Companies, there is a good deal of spare iron in the stores of the Bombay, Baroda, and Central India Railway Company that differs but little in size, as shown in the accompaniments to Circular No. 42, Railway, dated 13th April 1872, and I am directed to suggest that the Consulting Engineer may be instructed to see if this could not be made to answer the required purpose. The Government of India will leave it to the Government of Madras to take such action in the matter as may seem desirable, after the necessary inquiry has been made, and I am to request that the orders that may be passed may be reported for the information of the Government of India.

3. Referring to the item for fifty sets of iron work for 3rd class carriages, required for renewals, the estimated cost of which is Rupees 45,500, I am to observe that in the stores of the Bombay, Baroda, and Central India Railway Company there is a large quantity of spare waggon iron work. The detail of this is not precisely known, but the requirements of the Madras Railway might possibly be wholly or partly met from this source, and therefore before sanctioning this item I am to suggest that it may be ascertained if this utilization is possible; and whether the Bombay, Baroda, and Central India Railway Company would be willing to sell such a portion of the iron work as might be useful for the proposed renewals.

4. With these exceptions I am directed to communicate the sanction of the Government of India to the indent which is herewith returned.

5. When a further reference is made on the subject of the two items to which sanction has been withheld for the present, a statement should be submitted of the entire amount of the expenditure to be incurred on the indent, for information and registry in this office.

No. 337. ORDER THEREON, 20th August 1872, No. 1,984.

RAILWAY, No. 50.

COMMUNICATED to the Consulting Engineer for Railways with reference to G. O. No. 1,612, dated 4th July 1872.

2. It will be observed that the Government of India withhold sanction to the iron of sizes and fifty sets of iron-work for 3rd class carriages included in the

indented for are procurable from

*Proceedings of the Madras Government, Public Works Department,
20th August 1872.*

Indent, pending inquiry whether the stores of this description now available on other Railways in India cannot be utilized for the purposes of the Madras Railway. The Government of India have been addressed on the subject of the general principles which should be acted on in the matter of the transfer of stores between Companies; but meantime Lieutenant-Colonel Shaw-Stewart will take measures for ascertaining whether the surplus stock of the Bombay, Baroda, and Central India Railway can be made to answer, and will report the result for the further orders of Government.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways, with a copy of letter to the Secy. to the Govt. of India.
„ Examiner of Railway Accounts.

Exd. S. T. Austin.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 20th August 1872.

No. 338.

No. 1,935.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 51.

SIR,—I am directed to acknowledge the receipt of your letter No. 1,168-G R., dated 26th July 1872, in which it

is suggested that the Consulting Engineer for Railways be instructed to see whether the spare iron in the stores of the Bombay, Baroda, and Central India Railway Company could not be made to answer the required purpose, although differing in size from that indented for by the Madras Railway.

2. His Excellency the Governor in Council while fully concurring in the general principle asserted in recent instructions, having for their object the utilization by one Company of the surplus plant and stores available from the stock of another, desires me to express his decided opinion that, having in view the great inconvenience that the unavoidable delay entailed by the references on the subject must cause to the Railway Company (as exemplified in the recent negotiations for the transfer of the permanent-way material from the Great Southern of India Railway Company to the Hyderabad State Railway), and the greatly enhanced cost at which the stores will be delivered owing to the long railway lead, recourse to this method of satisfying the requirements of a Company should only be had where the interests involved are considerable and the inevitable delay is of no great consequence.

3. It further appears to His Excellency the Governor in Council that the general principle upon which the Companies should agree to transfer their material, whether at ruling market rates or at prime cost, and at what rate per ton per mile for railway transit, ought to be definitely fixed beforehand, to enable the officers of the Company and the Consulting Engineer to decide, before submitting their indents, whether or no it would be to the interest of Government that they should be in part or wholly met by transfer from the stores of other Companies.

4. More than one instance has recently occurred where it has been found necessary to permit the despatch of stores by the Suez Canal, and it is evident to His Excellency the Governor in Council that the application of the principle referred to, to small items, and without any previous understanding on the part of the Companies as to the condition of the sale, must often result in an enhanced cost more than counterbalancing the saving contemplated by the transfer. I am directed to add that in the present instance the Consulting Engineer has been directed to place himself in communication with the Bombay, Baroda, and Central India Company, with a view to effecting, if practicable, the transfer of stores suggested in your letter under reply.

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

Colonel, R.E.,
Secretary to Government.

Exd S T. Austin.

indented for are procurable for

All communications
should be addressed to
the Secretary

No. 11688-R.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
STATE RAILWAYS

To
The Secretary to the Gov^t of Madras
Public Works Department (Railway)

Simla, 26th July 1872

Sir,

I am directed to acknowledge the receipt of your letter No. 1613 dated the 14th July 1872, submitting for sanction an Indent on the Board of Directors of the Madras Railway Company, for Machinery and Stores required for the Locomotive Department, at an approximate cost of Rs. 129,000, and stating that none of the stores now indicated for are procurable from the

The surplus stock of other Guaranteed
Railway Companies. -

2 I am directed to
state, with reference to the large
quantity of iron included in the
indent, that though the precise
sizes required may not be obtain-
able from the surplus stock of other
Companies, there is a good deal of
spare iron in the stores of the Bombay
Baroda and Central India Railway
Company that differs but little in size,
as shown in the accompaniments to
Circular^{No} 22 Railway dated 13th April 1872,
and I am directed to suggest that the
Consulting Engineer may be instructed
to see if this could not be made
to answer the required purpose. -
The Govt of India will leave it to the
Govt

Govt of Madras to take such action
in the matter as may seem desirable
after the necessary inquiry has been
made, and I am to direct that the
orders that may be placed may be
reported for the information of the
Government of India. -

3 Referring to the item for
50 sets of ironwork for 3rd class carri-
ages, required for renewals, the esti-
mated cost of which is Rs. 45,300, I am
to observe that in the stores of the
B. B. and Central India Railway
Company there is a large quantity
of spare wagon iron work. The detail
of this is not precisely known, but
the requirements of the Madras Rai-
way might possibly be wholly or
partly met from this source, and
therefore before sanctioning this
item I am to suggest that it
may

Oct 6 Inst 1/2207. 157

It will be ob-
served that the Govt
of India withhold
sanction to the iron
of sizes, and so sets
of iron-work for 3rd
class Carriages included
in the Budget, pending

Railways in India :
cannot be utilized

for the purposes of the
Madras Railway. The
Government of India
have been addressed

on the subject of the
general principles
which should be acted on
~~advisable~~ in the matter
of ^{the} transfer of stores
between Companies.

but meantime Lieut.
Colonel Hew Stewart
will take measures
for ascertaining ^{the} ~~it~~
the

the surplus stock
of the Bombay, Baroda
and Central India
Railway can be
made to answer,
and will report the
result for the further
orders of Government.

Ed.

Chen

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Loco Engines for Railways - with a view of the
Ea. Ry. Accounts & the history of
the Govt. of India
& the Indian
Railways

12-27-85
13
No. 1985

Sr.

The Secretary to the Govt.
of India.

Sir, I am directed to
acknowledge the receipt
of your letter No. 1168 S. A.
dated 26th July 1872,
in which it is sug-
gested that the
Consulting Engineer
for Railways be in-
structed to see

A. V.
J. H.

Enclosure

20/10/12

whether the spare iron
in the stores of the Bombay
Baroda and Central
India Railway Com-
pany could not be
made to answer the
required purpose, although
differing in size from
that indented for by the
Madras Railway.

2. His Excellency the
Governor in Council
while fully concurring
in the general principle
asserted in recent
instructions having
for their object the
utilization by one
Company of the surplus
plant and stores

20/7
available from the stock
of another, desires me
to express his decided
opinion that, having
in view the great
inconvenience that
the unavoidable delay
entailed by the refe-
rences on the subject
must cause to the
Railway Company,
(as exemplified in the
recent negotiations
for the transfer of the
permanent way ma-
terial from the Great
Southern of India Rail-
way Company to the
Hyderabad State)

Railway / and the greatly
enhanced cost at which
the stores will be delivered
owing to the long railway
lead; recourse to this
method of satisfying
the requirements of a
Company should only
be had, where the
interests involved are
considerable and
the inevitable delay
is of no great consequence.

3. It further appears
to His Excellency the
Governor in Council
that the general prin-
-ciple upon which the
Companies should agree

to transfer their material,
whether at ruling mar-
-ket rates or at prime
cost, and at what rate
per ton per mile for
railway transit ought
to be definitely fixed
before hand, to enable
the officers of the Com-
-pany and the Gov-
-ernment Engineer
to decide, before sub-
-mitting their incidents,
whether or no it would
be to the interest of
Government that they
should be in part
or wholly met by
transfer from the

stores of other Companies.

4. More than one instance has recently occurred where it has been found necessary to permit the despatch of stores by the Suez Canal and it is evident to His Ex-

-cellency the Governor in Council that the application of the principle referred to, to small items, and without any previous understanding on the part of the Companies as to the

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condition of the sale, must often result in an enhanced cost more than counterbalancing the saving contemplated by the transfer. I am directed to add that in the present instance the Consulting Engineer has been directed to place himself in communication with the Bombay, Baroda and Central India Company with a view to effecting if practicable the transfer

of stores suggested in
your letter under reply

C.S.

W.M.

Desd 26/8/72

Re 1504/72

C/ 3795

Govt. of (1872) Madras.

PUBLIC WORKS.

To The Consulting Eng^r
for Railways
and
To The Secretary to the
Govt of India

Date

Recd.

Fwd

20 Aug 1984-1985

Nos. 336-337/8338

Machinery & Stores.

Letter from the Govt of
India regarding orders in
the interest in the hands
of Directors of the Madras
Ry. Co. for Machinery
& Stores required for
the Locomotive
Dept.

20 Aug 1984-1985