M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 96, 97, 98	2861–62	Press / Mis.
Dated	5-12-	1892

Not to be folded or roughly handled

No. 96. Read the following endorsement of the Acting Deputy Consulting Engineer for Railways, dated Madras, 30th October 1872, No. 584:—

From the Acting Consulting Engineer for Railways, Bombay, to the Consulting Engineer for Railways, Madras, dated Bombay, 11th October 1872, No. 3,050.

With reference to your letters Nos. 764, 792, and 846 of 1872, I have the honour to forward a priced list of the iron and memorandum of carriage materials which can be supplied by the Bombay, Baroda and Central India Railway, and to return the copy of the Indent which accompanied your letter No. 792 of the 12th September.

2. The Great Indian Peninsula Railway Company have not yet replied to a reference made to them on the subject, but I do not like to delay any longer a reply to your reference.

List of Iron and Memorandum of Carriage Materials.

Iron which can be supplied by Baroda Company.

No. of Bars.	Dimensions size or nearest size.	
50	$\frac{3}{4} \times \frac{3}{8}$	Staffordshire, at Rupees 7-8-0 per cwt.
50	$\frac{1}{8} \times \frac{1}{2}$	,, ,,
30	$1'' \times \frac{1}{4}''$	,, ,,
30	$1\frac{1}{4}'' \times \frac{7}{8}$	,, ,,
30	$1\frac{1}{4} \times \frac{7}{8}$	,, ,,
30	$1\frac{3}{8} \times \frac{1}{4}$	,, ,,
30	$1\frac{3}{8} \times \frac{1}{2}$	,, ,,
30	$1\frac{1}{2} \times \frac{5}{8}$	,, ,,
20	$1\frac{3}{4} \times \frac{7}{8}$	,, ,,
20	$2\frac{1}{4} \times 1\frac{1}{8}$	Swedish, at Rupees 13-8-0 per cwt.

Iron work, Carriage	(50) fifty sets...	For 3rd class Carriages...	We can spare wheels, axles, axle guards, axle boxes, etc., which are the same for wagons as carriages, but we have no other parts of third-class carriage iron work available beyond some odd fittings.

Re-submitted for sanction of Government.

2. This indent was submitted to Government with this office letter dated 19th June, No. 311, and was returned with the Order of Government dated the 20th August 1872, No. 1,984.

3. This office has since been in correspondence with the Consulting Engineer to the Government of Bombay with a view to ascertain whether any of the surplus material of the Bombay Railways could be made use of to meet the present requirements of the Madras Railway. Captain Oldham's reply* is forwarded herewith.

* No. 3,050 of 1872, dated 11th October.

4. It appears that, with the exception perhaps of some bar iron, none of the Bombay, Baroda and Central India Railway material could be utilized, and it will

be seen from Mr. Elwin's letter No. 739, dated 12th instant, submitted to Government with this office letter No. 551 of 14th instant, that at the price asked by the Bombay, Baroda and Central India Railway Company it would be more economical to obtain a supply of iron from England.

5. No information has been received with regard to the surplus material of the Great Indian Peninsula Railway Company; but as this indent has now been nearly five months under consideration, and as it appears from the Order of Government dated 10th October 1872, No. 2,382, that the Government of India have been pleased to modify their views upon this subject, it does not seem advisable to incur any further delay.

(Signed) C. H. P. CHRISTIE, Lieutenant, R.E.,
Acting Deputy Consulting Engineer for Railways.

No. 97. ORDER THEREON, 5th December 1872, No. 2,861.

RAILWAY, No. 22.

IT appears from these papers that the iron work to which the Government of India withheld sanction in their letter No. 1,168-G.R.,* dated 26th July 1872, is either not available in the Stores of the Bombay, Baroda and Central India Railway or not procurable at a price which would admit of its purchase. His Excellency the Governor in Council accordingly sanctions the transmission of the indents to the Director of the Company for compliance, and the Government of India will be informed accordingly.

* G. O., No. 1,984, dated 20th August 1872.

2. There would seem to have been no reason why that portion of the indent which met with the approval of the Government of India should not have been forwarded at once for compliance, and the Consulting Engineer will report at an early date what steps the officers of the Madras Railway propose to take to carry out the views explained in the letter from the Government of India communicated with G. O., No. 2,382, of the 10th October 1872.

3. His Excellency trusts that the subject will meet with the fullest consideration at the hands of the Railway Company, who have it in their own hands now to lessen if not put an end to the very serious delays which have hitherto been almost inevitable.

(Here enter No. 2,682, dated 5th December 1872.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways, with Indent.

Exd. S. T. Austin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *5th December* 1872.

No. 98.

No. 2,862.

To

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

RAILWAY, No. 23.

To Government of India, No. 1,613, dated 4th July 1872.
From do. No. 1,168-G.R., dated 26th July 1872.
To do. ,, 1,985, ,, 20th Aug. ,,
From do. ,, 1,509-G.R. ,, 20th Sept. ,,

SIR,—Adverting to the correspondence noted in the margin, I am directed to forward the accompanying papers explaining why the iron work which the Government of India suggested should be procured by the Madras Railway from the surplus stock of other Guaranteed Companies has not been obtained.

2. Under the circumstances reported, His Excellency the Governor in Council has authorized the transmission of the Indent to England for compliance.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Resubmitted for sanction of Government.

2. This indent was submitted to Government with this office letter dated 19th June No. 311. and was returned with the Order of Government dated the 20th August 1872, No 1984.

3. This office has since been in correspondence with the Consulting Engineer to the Government of Bombay with a view to ascertain whether any of the surplus material of the Bombay railways could be made use of to meet the present requirements of the Madras Railway. Captain Oldham's reply

* No. 3050 of 1872 of 11th October.

is forwarded herewith.

4. It appears that, with the exception perhaps of some bar iron, none of the Bombay Baroda and Central India Railway materials could be utilized, and it will be seen from Mr. Elwin's letter No 739, dated 12th instant, submitted to Government with this office letter No 537, of 14th instant, that at the price asked by the Bombay Baroda and Central India Railway Company it would be more economical to obtain a supply of iron from England.

5. No information has been received with regard to the surplus material of the Great Indian Peninsula Railway Company, but as this indent has now been nearly five months under consideration, and as it appears from the Order of Government dated 10th October 1892, No 2382, that the Government of India have been pleased to modify their views upon this subject, it does not seem advisable to incur any further delay.

4

Upon some odd letters.

Madras
30th Oct 1893

Lieut R.E.
Actg Deputy Chief Engineer for
Railways

To

The Secretary to Government
P.W. Department
Fort St. George

List of Iron and Items of carriage materials.—

Iron which can be supplied by Baroda Company

No. of Bars	Dimensions size or nearest size	
50	3/4 x 3/8	Staffordshire at Rs. 7-8- per cwt
50	7/8 x 1/4	" "
30	1" x 1"/4	" "
30	1"/4 x 7/8	" "
30	1"/4 x 7/8	" "
30	3/8 x 1/4	" "
30	1 3/8 x 1/2	" "
30	1"/2 x 5/8	" "
20	1 3/4 x 7/8	" "
20	2"/4 x 1"/8	Swedish at Rs. 13-8 per cwt

Iron work Carriage (50) Fifty sets for 3rd class barriages

We can spare wheels, axles, axle guards, axle boxes &c. which are the same for wagons as carriages, but we have no other parts of 3rd class carriage iron work available beyond some odd fittings.

No. 3050 of 1872
Ry Consulting Engineer's Dept.
Bombay, 11th October 1872

To,

The Consulting Engineer
for Railways
Madras

Sir,

With reference to your letters No. 764, 792 & 846 of 1872; I have the honor to forward a priced List of the iron, and Memo of carriage materials which can be supplied by the B. B. & C. I. Railway & to return the copy of the Indent which accompanied your letter No. 792 of the 12th September.

2- The G. I. P. Railway Company have not yet replied to a reference made to them on the subject, but I do not like to delay any longer a reply to your reference.—

I have the honor to be
Sir,
Your most obdt. Servt.
Lt. Colhoun for Lt. Col. R. B.
Acting Consulting Engineer
for Railways

P. W. 5532 12.
Rec'd. Office of the Ry Engr

Public Works Department

Proceedings of the Madras Government

Read the following

From The Ag Dy Consulting Engineer for Railways. — P.E. No. 5845 of 30th Oct 1872

It appears from these papers that the iron work to which the Government of India withheld sanction in their letter No. 1168 G.A. dated 26th July 1872 is either not available in the Stores of the G.I.P. and Central India Railway or not procurable at

× G.O. 1954 of 20th Augt 1872.

P.D. 5332/72.

To Butler 12.
Ag. Engr.

6/1424

at a price which would admit of its purchase. His Excellency the Governor in Council accordingly sanctions. The transmission of the indent to the Director of the Company for Compliance. and the Government of India will be informed accordingly.

It would seem to have been the reason why that portion of the indent which met with the approval of the Government of India should not have been forwarded at once for Compliance, and the Consulting Engineer will report at an early date what steps the Officers of the Madras Railway propose to take to carry out the views explained in the letter from the Government of India communicated with G.O. No. 2382 of the 10th October 1870.

His Excellency trusts that the subject will meet with the fullest consideration at the hands of the Railway Company who have it now in their own hands to lessen, if not, put an end to the very serious delays

delays which have hitherto been almost inevitable.

38

To

The Secretary to the
Government of India.

Ch. Engineer
with Indent.

Despt 6/12/72

Sir,

Adverting to the correspondence noted in the margin I am directed to forward the accompanying papers explaining why the new work which the Government of India suggested should be procured by the Madras Railway from the

* To Govt. of India No 1613 d/4th July 1872
From do — " 1758 G.R. d/25th July 1872
To do — " 1955 d/20th August 1872
From do — " 1529 G.R. d/20th September 1872.

the surplus stock of other Guaranteed Companies has not been obtained.

Under the circumstances reported, His Excellency the Governor in Council has authorized the transmission of the Indent to England for compliance.

G.W.W.

Despt 6/12/72 with Indent
Govt No 2861 of 1872.

No 5332

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Consulting Engineer
for Railways

Dated

Recd. Encl. 2

G. O 5th Dec 1872. No 2861-2862

Nos. 96-97&98

Indent. Papers in the
endorsement of the Consulting
Engineer submitting Indents for certain Iron work required
for the Madras Railway.

has been granted for the
Iron mentioned in the Indent
& England for compliance.

Forwarding papers
explaining why the Iron work
required for the Madras Rail-
way cannot be procured
from Other guaranteed Com-
panies & intimating that Authority