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.		Press / Mis.
251, 252, 253	2941-42	
Dated	12-12-	1892.

Not to be folded or roughly handled

No. 251. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 15th November 1872, No. 621:—

In reply to the Order of Government, dated the 31st ultimo, No. 2,555, I have the honour to enclose two letters* from the Agent of the Madras Railway, which show that the original cost of a coke wagon was about Rupees 1,700, and that the cost of a cooly carriage, if built new, would be about Rupees 2,000. The third point on which information was asked for by the Government of India, namely, the value of an existing coke wagon when converted as proposed into a cooly carriage, cannot be stated exactly; but it is probably not far short of Rupees 2,000.

* No. 806, dated 7th November 1872.
" 819 " 12th " "

2. There can be no doubt that, under ordinary circumstances, the cost of such conversion as is now proposed should be to some extent a charge upon Revenue; but in the present case the conversion has been suggested with a view to utilize some of the existing rolling stock for which there is no demand at present. As remarked by the Locomotive Superintendent, "although the converted wagon may not be of the full value of the sum actually expended thereon by the Company, yet the required accommodation is supplied by an actual outlay of Rupees 400 per vehicle on stock which cannot be otherwise utilized, being about Rupees 1,600 less per vehicle than would be required to construct new vehicles." Under the circumstances, it seems to me that the charge is a fair one to Capital, and I request that sanction may be accorded.

3. I have called on the Agent of the Madras Railway to furnish the information called for in paragraph 3 of the letter from the Government of India, and it shall be submitted in due course.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th November 1872, No. 806.

With reference to your letter No. 898 of the 4th instant, I have the honour to enclose you a copy of the Locomotive Superintendent's letter, No. 572 of the 6th idem, in which he furnishes the information asked for by you in connection with the proposed conversion of coke wagons into cooly class carriages.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 6th November 1872, No. 572.

In reply to your endorsement of the 5th instant on the Acting Deputy Consulting Engineer's letter, No. 898, dated the 4th November 1872, I beg to forward you the information asked for by Captain Christie on the following points:—

(*a*). *The original cost of a Coke Wagon.*—The original cost of the coke wagons constructed up to the present date averages Rupees 1,700 each.

(*b*). *The cost of a Cooly Carriage if built now.*—I estimate that the cost of the construction of a cooly carriage if built now would be about Rupees 2,000.

(*c*). *The value of an existing Coke Wagon when converted, as proposed, into a Cooly Carriage.*—The value of the existing coke wagons when converted as proposed would be the amount of their original cost *plus* the cost of conversion, *minus* the depreciation in value caused by wear and tear up to the time of their conversion.

Proceedings of the Madras Government, Public Works Department, 12th December 1872.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 12th November 1872, No. 819.

With reference to your letter No. 917 of the 8th instant, I have the honour to enclose, for your information a copy of the Locomotive Superintendent's letter, No. 577, of yesterday, upon the subject of the proposed conversion of coke wagons into cooly class carriages.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 11th November 1872, No. 577.

With reference to the Acting Deputy Consulting Engineer's letter, No. 917, dated 8th November, bearing your endorsement of the 9th idem, I regret to inform you that I am unable to give you any satisfactory estimate in figures of the average value of a coke wagon converted as proposed, understanding "value" in the sense explained by Lieutenant Christie.

2. The extra cost of the converted wagon is not due to any superiority which it will have over a 2,000-rupee cooly carriage, but is consequent upon a loss which will arise in carrying out an alteration which was not contempleted, and was, therefore, not provided for when the coke wagons were originally constructed.

3. Should it be determined to build entirely new cooly carriages, I would recommend that they should be built on a different plan to that of the present converted wagon.

4. A more suitable vehicle could no doubt be constructed at less cost in proportion with the accommodation afforded, and I should certainly, under ordinary circumstances, have advocated the desirability of constructing new stock for the conveyance of the cooly class.

5. I am, however, given to understand that the reason which actuated our Traffic Manager in proposing the conversion of the coke wagons was the fact that he had a larger number of this class of wagon than necessary. Such being the case it follows that, although the converted wagon may not be of the full value of the sum actually expended thereon by the Company, yet the required accommodation is supplied by an actual outlay of Rupees 400 per vehicle on stock which cannot at present otherwise be utilized, being about Rupees 1,600 less per vehicle than would be required to construct new vehicles.

6. Another point is that should there at any time be an increased demand for wagon stock these vehicles could be used as such, and could also at any time be readily made available for the transport of horses or cattle, were it necessary to move rapidly large bodies of Artillery or Cavalry.

No. 252. Order thereon, 12th December 1872, No. 2,941.

RAILWAY, No. 49.

Ordered that these papers be forwarded to the Government of India with a request that the cost of the conversion of the coke wagons may be allowed to form a charge against Capital.

(Here enter No. 2,942, dated 12th December 1872.)

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Examiner of Railway Accounts.

Exd. S. T. Austin.

Public Works Department,
Fort St. George, 12*th December* 1872.

No. 253.

No. 2,942.

To

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

RAILWAY, No. 50.

Sir,—In continuation of my No. 2,556, dated 31st October 1872, I am directed to forward the accompanying papers which afford the information required in paragraph 2 of your letter, No. 1,597-G. R., dated 8th October 1872, and, under the circumstances explained, I am to request the sanction of the Government of India to the cost of the proposed conversion of the coke wagons being charged to Capital.

2. I am to add that paragraph 3 of your letter will be replied to separately.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Madras Railway
Loco. Superintendent's Office
Perambore Works 6th Nov 1872

No 572.

To

The Agent and Manager,

Dear Sir,

In reply to your endorsement of the 5 instant on the acting Deputy Consulting Engineer's letter No. 898 dated the 4th November 1872, I beg to forward you the information asked for by Captain Christie on the following points.

(a) The original cost of a Coke Wagon.

The original cost of the Coke Wagons constructed up to the present date averages Rupees 1,700 each.

(b) The cost of a Cooly carriage if built now.

I estimate that the cost of the construction of a Cooly Carriage if built now would be about Rs 2,000.

(c) The value of an existing Coke Wagon when converted, as proposed into a Cooly Carriage.

The value of the existing Coke Wagons when converted as proposed, would be the amount of their original cost, plus the cost of conversion, minus the depreciation in value caused by wear and tear up to the time of their conversion.

(True Copy)

Yours faithfully
(Sd) R. Burton Wright
Locomotive Superintendent
for the Agent & Manager

J. N. Sellis

116

P. R. 5842/12

No 577

Madras Railway
Locomotive Superintendents Office
Perambore Works
11th November 1872

To

The Agent and Manager

Dear Sir

With reference to the Acting Deputy Controlling Engineers letter No 917 dated 8th November, bearing your endorsement of the 9th idem, I regret to inform you that I am unable to give you any satisfactory Estimate in figures of the average value of a Coke Waggon converted as proposed, understanding "value" in the sense explained by Lieutenant Christie.

The extra cost of the converted Wagon is not due to any superiority which it will have over a 2000 Rupee Cooly Carriage, but is consequent upon a loss which will arise in carrying out an alteration which was not contemplated, and is therefore not provided for, when the Coke Wagons were originally constructed.

Should it be determined to build entirely new Cooly Carriages, I would recommend that they should be built on a different plan to that of the present converted.

converted Wagon.

A more suitable vehicle could no doubt be constructed at less cost in proportion with the accommodation afforded, and I should certainly, under ordinary circumstances have advocated the desirability of constructing new Stock for the conveyance of the Body Class.

I am however given to understand that the reason which actuated our Traffic Manager in proposing the conversion of the Coke Wagons, was the fact that he had a larger number of this class of Wagon than necessary. Such being the case it follows that although the Converted Wagon may not be of the full value of the sum actually expended thereon by the Company yet the required accommodation is supplied by an actual outlay of Rupees 400 per Vehicle on Stock which cannot at present otherwise be utilized, being about Rupees 1600 less per Vehicle than would be required to construct new Vehicles.

Another point is that should there at any time be an increased demand for Wagon Stock these Vehicles could be used as such and could also at any time be readily made available for the transport of horses or Cattle where it is necessary to move rapidly large bodies

bodies of Artillery or Cavalry.

Yours faithfully
(signed) Wm. Barton Wright
Loco: Superintendent

(True copy)

Agent and Manager

WW

P.W.S. 6423/92.

91

Railway Department. Consulting Engineer's Office,

No. 621.

From

Lieut.-Colonel J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

Colonel G. W. WALKER, R.E.,

Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

In reply to the order of Government, dated the 21st ultimo, No 2555, I have the honour to enclose two[x] letters from the Agent of the Madras Railway which show that the original cost of a coke wagon was about Rupees 1,700; and that the cost of a coolg carriage, if built new, would be about Rupees 2,000. The third point on which information

[x] No 806 dated 7th November 1892 No 819 dated 12th November 1892.

P.W.S. 6423/92.

91

Railway Department. Consulting Engineer's Office,

No. 621.

From

Lieut.-Colonel J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

Colonel G. W. WALKER, R.E.,

Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

In reply to the order of Government, dated the 21st ultimo, No 2555, I have the honour to enclose two[x] letters from the Agent of the Madras Railway which show that the original cost of a coke wagon was about Rupees 1,700; and that the cost of a coolg carriage, if built new, would be about Rupees 2,000. The third point on which information

[x] No 806 dated 7th November 1892 No 819 dated 12th November 1892.

was asked for by the Government of India, namely, the value of an existing coke wagon when converted or proposed into a coal carriage, cannot be stated exactly; but it is probably not far short of Rupees 2,000.

2. There can be no doubt that under ordinary circumstances the cost of such conversion as is now proposed should be to some extent a charge upon Revenue; but in the present case the conversion has been suggested with a view to utilise some of the existing rolling stock for which there is no demand at present.

As

As remarked by the Locomotive Superintendent, "although the converted wagon may not be of the full value of the sum actually expended thereon by the Company, yet the required accommodation is supplied by an actual outlay of Rupees 400 per vehicle, on stock which cannot be otherwise utilised, being about Rupees 1600 less per vehicle than would be required to construct new vehicles." Under the circumstances it seems to me that the charge is a fair one to Capital, and I request that sanction may be accorded.

3.

P. W. D. No. 621

Proceedings of the Madras Govt.

Read the following.

From

The Consulting Engineer for Railways

To

The Secretary to Government P. W. Department

Dated 15th October 1872

Read the following letter from the Government of India, dated 31st October 1872 No. 5326

Ordered that the three letters be forwarded to the Govt of India with a request that the cost of the conversion of the Coke Wagons may be charged to Capital.

Mr. Secy. to the Govt of India

Sir

I have called on the Agent of the Madras Railway to furnish the information called for in paragraph 3 of the letter from the Government of India, and it shall be submitted with as little delay as possible.

I have the honour to be Sir Your most obedient Servant

William Pearson Consulting Engineer for Railways

Madras 15th November 1872

Recd 25th Nov 1872

No. 5642.

The Consulting Engineer for Railways,

To

The Secretary to Government, P. W. Department, Fort Saint George.

Dated 15th November 1872.

Recd. 16th do 1872.

No. 621.

Recd: 4-V

Regarding the conversion of coke wagons into coaly class carriages.

No 2941-2942-12 Dec 1/12

P. W. 1872 Despatch

Despatch for Secy.

RAILWAY DEPARTMENT.

1872.

From No 5642.

The Consulting Engineer for Railways,

To

The Secretary to Government, P. W. Department, Fort Saint George.

Dated 15th November 1872.

Recd. 16th do 1872.

No. 621.

Recd: 4-V

Regarding the conversion of coke wagons into coaly class carriages.

No 2941-2942-12 Dec 1/12

No 31st October/72 No 5326 634

3. I have called on the Agent of the Madras Railway to furnish the information called for in paragraph 3 of the letter from the Government of India, and it shall be submitted with as little delay as possible.

I have the honour to be Sir Your most obedient Servant

William Pearson Consulting Engineer for Railways

Madras 15th November 1872

Recd 25th Nov 1872

the accompanying papers which afford the information required in paragraph 2 of your letter No. 1794 R. dated 8th October 1872, and, under the circumstances explained, I am to request the sanction of the Govt of India to the cost of the proposed conversion of the Cake Wagons being charged to Capital.

I am to add that paragraph 3 of your letter will be replied to separately.

GWW Off.

25

Desp. 13/12/72 with copy of Govt 2941 of 1872.

5642.

Govt. of (1872) Madras.

PUBLIC WORKS.

To The Secretary to Govt of India for Railways

&

To The Secretary to Govt of India

Dated

Recd. Encl. 4

G. O. 12th Decr 1872 No 2941-2942

Nos. 257-252 & 253

Coke wagons - Furnishing information called for regarding the conversion of coke wagons into Covered class carriages -

Furnishing the information called for regarding the conversion of coke wagons into Covered class carriages. Requesting sanction to charge the Contractors to Capital -

6 22d March 12