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MADRAS RECORD OFFICE.**Government of Madras.****DEPARTMENT.**

G.O. No. 597	Press Mis.
Dated 5 18	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th March 1872.*

No. 85. Read the following letter from the Under Secretary to the Government of India, Public Works Department, (State Railways,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 8th February 1872, No. 212-S.R. :—

I AM directed to acknowledge the receipt of your letter No. 37 of the 8th ultimo, regarding the proposed sale of the broad gauge permanent-way materials belonging to the Great Southern of India Railway Company to the Nizam's Government, and to forward a copy of a letter No. 30-R.G. of the 22nd idem, from the Resident at Hyderabad, and of the reply, No. 211-S.R., which has this day been made thereto.

2. I am to request that the Government of Madras, in direct communication with the Resident, will be good enough to arrange for the supply of such of the permanent-way materials as the Nizam's Government is willing to take, and the Railway Company to part with. It is to be understood that the Government of India will not press for a transfer of this material, but, should terms be agreed to, the Great Southern of India Railway will receive cost price for any materials which the Nizam's Government may take and will convey them at the authorized rates for permanent-way materials, and the Government of India will bear the excess cost over which the Nizam's Government has agreed to pay.

From the Officiating Secretary to the Resident, Hyderabad, Public Works Department, to the Secretary to the Government of India, Public Works Department, Calcutta, dated Bolarum, 22nd January 1872, No. 30-R.G.

IN the Resident's telegram of 10th instant, some details were given of the reasons which led him to consider the price at which 87 miles of permanent way were offered to the Nizam's Government too high. No reply has as yet been received to that communication; but your letter No. 38-S.R., dated 10th instant, having since then come to hand, the Resident desires me to address you again on the subject, giving details of the estimate therein framed.

2. This estimate comes to Rupees 22,778 per mile of way delivered at Waddy.

3. The additional cost of a 68 lb. rail would be as follows :—

$8 \times 1,760 \times 2 \text{ lbs.} = 12\frac{1}{2} \text{ tons at } 119 = 1,487 \text{ per mile, thus making the value of a permanent way such as is offered at Waddy } 24,265 \text{ per mile, whereas the price asked is Rupees } 21,713$

4. The cost of a road with creosoted pine sleepers as shown in another statement is estimated at 28,465 per mile delivered at Waddy.

5. The additional cost of road with wooden sleepers of the kind described in the first telegram of the Government of India is doubtless high as here estimated, but by using a flat footed rail spiked direct to the sleepers without the intervention of chairs this might be greatly reduced.

6. The principal reason which renders the adoption of a road with wooden sleepers advisable in the interests of His Highness the Nizam's Government is the prospect of adding a third line of rails in conformity with the promise made by His Excellency the Governor-General in Council to His Highness' Government. The cost of a third row of pot sleepers delivered at Waddy at the rates assumed in the estimates sent would be Rupees 3,891 per mile, which, added to the Rupees 21,713 per mile asked by Government, would bring the total cost of the way, with the third sleeper at Waddy, to more than the cost of a road with wooden sleepers.

7. There are also practical difficulties in adding a third rail to a road laid with pot sleepers; so that, as already mentioned in a telegram to the Government of India, the Resident does not en

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5th March 1872.

the whole consider the use of pot sleepers advisable unless at a cost somewhat less than that named by Government

8. But if the Great Southern of India Railway, acting under the advice of the Government of India, should be ready to part with their stock at the price named in the Resident's telegram of 8th instant, namely, 22,500 per mile delivered at Waddy, then, in consideration of the power which would thus be given of speedily opening a portion of the line, Mr. Saunders would be prepared to recommend His Highness' Government to accept the offer, even though the permanent way is not precisely of the kind which would be procured if the English market had to be resorted to.

STATEMENT A.

Assumed charges for freight and insurance between England and Bombay, and landing charges at Bombay.

	s.	rs.	a.	p.	
Freight, England to Bombay	...	...	...	...	per ton.
Insurance and other charges	30	=	15	0	0
Landing charges of Bombay Port Trust (see letter from Consulting Engineer, Bombay, to Government of India, No. 1,152, dated 23rd September 1871)	4	=	2	0	0
Total charges to be added to price F. O. B. in England to give cost landed in Bombay	...	...	1	8	0
	...	...	18	8	0

STATEMENT B.

Charges from delivery in Bombay to delivery at Waddy.

Landing on Great Indian Peninsula trucks...	...	...	0	4	0	..	..
Terminal charge, Great Indian Peninsula Railway	...	...	1	8	0	..	..
Freight to Waddy, 407 miles, (including extra mileage for ghat) at 9 Pies per ton.	...	...	19	1	3	..	..
Total delivered at Waddy including contingencies...	...	...	20	13	3	say	21

NOTE.—All these are charges agreed upon with Port Trust and Great Indian Peninsula Railway Company, as notified in the letter of Consulting Engineer, Bombay, to Government of India, No. 1,152, dated 23rd September 1871.

STATEMENT C.

Rough General Specification.

Rails, 60 lbs. per yard in 16 feet lengths.
Cast-iron pots, 1,267 pairs to the mile, weight 80 lbs. each.
Cast-iron keys, at 5 lbs. each.
Tie-bars, at 25 lbs. each.
Fish-plates, 660 pairs, at 28 lbs. per pair.
Bolts and nuts, 4 per pair of fish-plates, 2,640 at 1 lb.

Estimate of weight of one mile.

Rails, 3,520 lineal yards, at 60 lbs. per yard	211,200 lbs. =	94.29 tons.
Fish-plates, 660 pairs, at 28 lbs. per pair	18,480 lbs. =	8.25 "
Bolts and nuts, 2,640 No., at 1 lb.	2,640 lbs. =	1.18 "
Pots, 2,534 " at 80 lbs. each	202,720 lbs. =	90.5 "
Tie-bars, 1,267 " at 25 " "	31,675 lbs. =	14.14 "
Keys, 2,534 " at 5 " "	12,670 lbs. =	5.63 "
Total weight of one mile...	214.00	..

Proceedings of the Madras Government, Public Works Department,
5th March 1872.

STATEMENT D.

Estimate of cost of one mile of Permanent Way delivered at Waddy, cast-iron pots, and 60 lbs. rail, as described in Statement C.

Cost F. O. B. in England.

		RS.	RS.
94.29 tons rails,	at Rs. 80 per ton	...	7,543
8.25 " fish-plates,	at " 110 " "	...	907
1.18 " bolts and nuts,	at " 240 " "	...	283
90.5 " pots,	at " 47 " "	...	4,253
14.14 " tie-bars,	at " 85 " "	...	1,202
5.63 " cast-iron keys,	at " 45 " "	...	254

Total cost per mile F. O. B. in England... 14,442

Freight to Bombay and insurance of 214 tons, at Rs. 13-8-0
per ton (see Statement A.) ... 3,879

Cost on boardship at Bombay, landing and all charges to Waddy, 214 tons, at Rs. 20-13-3 ... 4,457

Grand Total per mile... 22,778

STATEMENT E.

Estimate of cost of one inch of Permanent Way, with creosoted Pine Sleepers and Cast Iron Chairs.

	RS.
103.72 Tons. of rails, fish-plates, bolts and nuts as above ...	8,733
3,210 Chairs, at 28 lbs. = 40 12 tons, at 75 per ton ...	3,009
6,420 Spikes, at 1 lb. = 1.43 " at 150 " "	215
3,210 Keys, 1 lb., 1.44, at 60 per cent. ...	193
	12,150
Freight to Bombay of 146 tons, at Rs. 18-8-0 ...	8,025
1,605 Sleepers 10' x 10' x 5', at 50 lbs. per cubic foot, 124.38 tons at 5 per sleeper in Bombay ...	2,646
Total cost in Bombay...	22,821
Freight to Waddy, 271 tons, at Rs. 20-13-3 ...	5,644
Total...	28,465

(Signed) R. B. PEMBERTON, Captain, R. E.,
Offg. Secy. to the Resident,
Hyderabad, P. W. D.

From the Government of India, Public Works Department, to the Resident at Hyderabad, dated 8th February 1872, No. 211-S. R.

I AM directed to acknowledge the receipt of your Officiating Secretary's letters No. 5-R. G. of the 8th ultimo, and No. 30-R. G. of the 22nd idem, the former on the subject of the permanent way best suited for the requirements of His Highness the Nizam's (State) Railway, and the latter regarding the offer of the Great Southern of India Railway Company to dispose of their broad gauge way, which, owing to the change of gauge, they will not now require.

No. 30 R. G. of 1872.

From,

The Offg. Secretary to the Resident
Hyderabad P. W. Department

To,

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

Secy's Office, Bolaram 22nd January 1872.

Sir,

In the Resident's telegram of 10th instant, some details were given of the reasons which led him to consider the price at which 87 miles of permanent way were offered to the Nizam's Government too high. No reply has as yet been received to that communication, but your letter No. 38 S. R. dated 10th instant, having since then come to hand, the Resident desires me to address you again on the subject, giving details of the estimate therein framed.

2. This estimate comes to Rs. 22,778 per mile of way delivered at Waddy.

3. The additional cost of a 68th rail would be as follows:—

$8 \times 1760 \times 2 \text{ lbs} = 12\frac{1}{2} \text{ tons at } 119/- = 1487 \text{ per mile thus making the value of a permanent way such as is offered, at Waddy } 24,265 \text{ per mile, whereas the price asked is Rs. } 24,713.$

4. The cost of a road with creosoted pine sleepers as shown in another Statement is estimated at 28,465 per mile delivered at Waddy.

Proceedings of the Madras Government, Public Works Department,
5th March 1872.

2. The proposal of the Government of India, in Public Works Department No. 38-S. R. of the 10th ultimo, that the Nizam's Government should purchase at Waddy 87 miles of the 68 lbs rails, with bowl sleepers, belonging to the Great Southern of India Railway Company for 21½ lakhs, was considered for the reasons set forth in that letter to be advantageous to the interests of the Nizam. The Government of India has no desire, however, to insist on any that may not be considered as perfectly fair to the Nizam's Government, but will accept the rates proposed in your letter.

3. You object to the bowl sleepers, as their use will cause inconvenience and expense whenever the intermediate third rail, which the Nizam's Government contemplated when agreeing to the adoption of the broad gauge, may be laid down, but, on the other hand, you admit that the early opening of the Nizam's Railway will be facilitated if this permanent-way material now lying at Negapatam is taken over.

4. The Government of India desire that the advantages and disadvantages of the proposed transfer may be duly weighed, and I am to request that you will not use the pot sleepers unless, on explaining the matter to His Highness' Minister, he is quite satisfied, in view to an early opening of a portion of the line, that it is expedient to sacrifice some of the convenience of the wooden sleepers for the third rail.

5. A copy of a letter No. 37 of the 8th ultimo, received from the Government of Madras giving the numbers of each part of the Great Southern of India permanent way, is enclosed, and I am to request that a speedy decision may be come to as to the amount, if any, of each description of material you may wish to acquire. This may be arranged in direct communication with the Government of Madras on the understanding that the Nizam's Government will agree to pay at the rate of 22,500 Rupees per mile for the complete iron way with pot sleepers, and that for any rails taken without sleepers the rate will be fixed so that the Nizam's Government will suffer no loss. The Government of India will recoup the Railway Company the difference.

6. The traffic on the Nizam's Railway will not for many years be of such a nature as to justify the use of steel rails, and therefore an indent for iron rails and fastenings sufficient to finish the line should be prepared and submitted without delay for transmission to England.

No. 86.

ORDER THEREON, 5th March 1872, No. 599.

RAILWAY, No. 14.

COMMUNICATED to the Consulting
Engineer for Railways, with reference
to his letter of the 20th December 1871,
No. 566.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

5. The additional cost of road with wooden sleepers of the kind described in the first telegram of the Government of India is doubtless high, as here estimated, but by using a flat footed rail spiked direct to the sleepers without the intervention of chairs this might be greatly reduced.

6. The principle reason which renders the adoption of a road with wooden sleepers advisable in the interests of His Highness the Nizam's Government is the prospect of adding a third line of Rails in conformity with the promise made by His Excellency the Governor General in Council to His Highness's Government. The cost of a third row of pot sleepers delivered at Waddy at the rates assumed in the estimate sent, would be Rs 3,891 per mile which added to the Rs 24,713 per mile asked by Government, would bring the total cost of the way, with the third sleeper at Waddy to more than the cost of a road with wooden sleepers.

7. There are also practical difficulties in adding a third rail to a road laid with pot sleepers so that, as already mentioned in a telegram to the Government of India, the Resident does not on the whole consider the use of pot sleepers advisable unless at a cost somewhat less than that named by Government.

The G. S. of I. R. Company, acting in the name of the Government of India, should

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should be ready to part with their stock at the price named in the Resident's telegram of 8th instant viz. 22,500 per mile delivered at Waddy, then in consideration of the power which would thus be given of speedily opening a portion of the line, Mr. Saunders would be prepared to recommend His Highness's Government to accept the offer even though the permanent way is not precisely of the kind which would be procured if the English market had to be resorted to.

I have the honor to be,
Sir,

Your most Obedient Servant,
(Signed) R. B. Pemberton, Captain R. E.
Offg. Secretary to the Resident
Hyderabad. Public Works Department

Statement A

Assumed charges for freight, and insurance, between England and Bombay, and landing charges at Bombay -

Freight England to Bombay - 30 - 15 per ton

Insurance and other charges - 4 - 2 - - -

Landing charges of Bombay Port Trust (see letter from Messrs. Engle)

Bombay to Port of India 1152 d/

23^d September 1877 -

Total charges to be added to price of O. B. in England, to give cost landed in Bombay -

Statement B

Charges from delivery in Bombay to delivery at Waddy -

Landing on G. I. P. trucks - 0 - 4 - 0 per ton

Terminal Charge G. I. P. Ry. - 1 - 8 - 0

Freight to Waddy 404 miles (in - including extra mileage for ghat)

@ 9 pies per ton - 19 - 1 - 3

Total delivered at Waddy Rs - 20 - 13 - 3 say 21

including contingencies -

Note. All these are charges agreed upon with Port Trust and G. I. P. Ry. Co. as notified in the letter of Consulting Engineer Bombay to Government of India No. 1152 dated 23^d September 1877 -

Statement

P. M. 779/72.

Statement C

Rough General Specification

Rails - 60 lbs per yard in 16 feet lengths.
 Cast iron pots 1267 pairs to the mile - weight 80 lbs each
 Cast iron keys @ 5 lbs each
 Tie Bars @ 25 lbs each
 Fish plates 660 Pairs @ 28 lbs per pair
 Bolts and nuts 4 per pair - 2640 lbs

Estimate of weight of one mile

Rails 352 lineal yards @ 60 lbs per yard - 21,120 lbs = 94.29 Tons
 Fish plates 660 pairs @ 28 lbs per pair - 18,480 lbs = 8.25 "
 Bolts & nuts 2640 @ 1 lb = 2640 lbs = 1.18 "
 Pots 2534 @ 80 lbs each - 202,720 lbs = 90.5 "
 Tie bars - 1267 @ 25 " = 31,675 lbs = 14.14 "
 Keys 2534 @ 5 " = 12,670 lbs = 5.63 "
 Total weight of one mile - 214.00 "

Statement D

Estimate of cost of one mile of permanent way delivered at Waddy - Cast iron pots and bolts rail as described in Statement C.

Cost F.O.B. in England

	Rupiah
94.29 Tons Rails @ 80 Rs per ton	7543
8.25 " Fish plates @ 110 " "	909
1.18 " Bolts & nuts @ 240 " "	283
90.5 " Pots @ 47 " "	4253
14.14 " Tie bars @ 85 " "	1202
5.63 " Cast iron keys @ 45 " "	254

Total cost per mile F.O.B. in England - 14,442

Freight to Bombay and insurance of 214 tons
 @ Rs 18 1/2 per ton (See Statement A) } 3879 18,321

Cost on board ship at Bombay landing
 and all charges to Waddy 214 tons @ 20/15/3 - 4457

Grand total per mile 22,778

Statement

Statement C

Estimate of cost of 1 inch of Permanent Way with
 Creosoted Pine sleepers and cast iron chairs
 103-72 tons of Rails, Fish plates, bolts and nuts as above - 8733

3,210 Chairs @ 28 lbs = 40.12 tons
 @ 150 lbs ton - 3009

0.420 Sleepers @ 1/2 lbs = 1.43 "
 @ 150 - 215

3,210 Keys 1 lb 1.44 - @ 60/ per 100 - 193
 12,150

Freight to Bombay of 146 tons
 @ 18 1/2 - 8,025

1,605 Sleepers 10' x 10' x 5" @ 50 lbs per cft = 2646
 124.38 tons @ 5 per sleeper in Bombay

Total cost in Bombay - 22,821

Freight to Waddy 271 tons @ 20/15/3 - 5,644
 Total - 28,465

(Sd) R. B. Pemberton Capt. R.E.
 Offg. Secy. to the Resident
 Hyderabad M.D.

All communications
should be addressed to
the Secretary.

No. 212 S. R.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
STATE RAILWAYS.

To *The Secretary to the Government of Madras
Public Works Department (Railway)*
Fort William, 8th February 1872

Sir,

I am directed to acknowledge
the receipt of your letter No. 37 of the 8th
ultimo, regarding the proposed sale of the
broad gauge permanent way materials be-
longing to the Great Southern of India
Railway Company to the Nizam's Govt., and
to forward a copy of a letter No. 30 R.G. of the
22nd idem from the Resident at Hyderabad,
and of the reply No. 211 S.R. which has this
day been made there to.

2. I am to request that the Govt.
of Madras in direct communication with
the

P. M. 77972.

the Resident, will be good enough to arrange for the supply of such of the Permanent Way materials as the Vizian's Govt. is willing to take, and the Railway Company to part with. It is to be understood that the Govt. of India will not press for a transfer of this material but, should terms be agreed to, the Great Southern of India Railway will receive cost price for any materials which the Vizian's Government may take & will convey them at the authorized rates for Permanent Way materials, and the Govt. of India will bear the excess cost over which the Vizian's Government has agreed to pay.

I have the honor to be
Sir

Your most obedt. servt.

Wm. R. Taylor
Under Secretary

P. W. 1872 Depart.

(3) No. 779.

From.

The Government of India.

Dated 8th } February 1872
Recd 15th }

Encl. 3. ✓ No. 212. S. R.

Regarding the proposed sale to the Vizian's Government of broad gauge permanent way materials belonging to the Great Southern of India Railway Company.

No. 599th of the 1872

The Railway with reference to his letter of the 20 Dec 1871. No. 566
 Wm. R. Taylor
 Under Secretary
 4 Feb 1872
 No. 599th of the 1872
 Encl. 3. ✓

11
11-779.

Govt. of 1872 Madras.

PUBLIC WORKS.

To *Chief Consulting Engineer*
for Railways

Dated

Recd.

Encl. 3

5th March 1872. 599.

No. 85486

Board made permanent
way materials. Letter
from the *Chief Consulting Engineer*
concerning the proposed sale
of the *British* stock of
board made permanent
way materials belonging
to the *Government*, and to
the *Government* for the same.

11
779.

Govt. of 1872 Madras.

PUBLIC WORKS.

To *Chief Consulting Engs*
for Railways

Dated

Recd.

Encl. 3

5th March 1872. 599.

No. 85486

Board made permanent
way materials. Letter
from the *Chief Consulting Engs*
concerning the proposed sale
of the *British* stock of
board made permanent
way materials belonging
to the *Government*, and to
the *Government* for the same.