

(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. 917-18

Press

~~Mis-~~

102-04

Dated 6.

4

1872.

Not to be folded or roughly handled*AP*

*Proceedings of the Madras Government, Public Works Department,
6th April 1872.*

No. 102. Read the following endorsement of the Deputy Consulting Engineer for Railways, dated Madras, 15th March 1872, No. 130 :—

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 13th March 1872, No. 164.

With reference to Government Order No. 524, dated the 26th of February 1872, I have the honour to direct your attention to Minute No. 5 of the Meeting of the Stores Committee held in this Office on the 6th of May 1868. These Minutes were approved by G. O., No. 1,657, of the 26th of May 1868, and the proposition contained therein has since been acted upon, namely, "that the stock of tarpaulins should be regulated by the number of high-sided open goods waggons and coke waggons in use on the line, an allowance of five tarpaulins for every two such vehicles being the basis of calculation."

* No. 108, 11th March.

2. With regard to this the Traffic Manager now writes* as follows :—

" At the 31st December 1867 our waggon stock consisted of 1,280 high-sided open waggons, 435 coke waggons,

or a total of 1,715 open waggons requiring $1,715 \times 5 \div 2 = 4,287$ tarpaulins.

" As explained in the letter above referred to, our actual stock of tarpaulins

From Traffic Manager, to Agent and Manager, No. 135, dated 28th April 1868, copy enclosed.

was only 2,967, and has been fully maintained at the cost of Revenue. The only addition since made to this stock at the cost of Capital was in July 1869,

when thirty-three tarpaulins were manufactured, making up the stock to be maintained at the cost of Revenue to 3,000 tarpaulins.

" The increase in the goods traffic from 132,866 tons in the half-year ending December 1870 to 175,411 tons in the half-year ending December 1871, combined with the interchange of rolling stock with the Great Indian Peninsula Railway necessitate an immediate addition to the working stock of tarpaulins, as the whole of the Madras Railway waggon stock is 'open' and not covered.

" At the 31st December 1871 our waggon stock consisted of 1,860 high-sided open goods waggons, 410 coke waggons

making a total of 2,270 open waggons requiring $2,270 \times 5 \div 2 = 5,675$ tarpaulins to fully equip the line, so that at the present time we are 2,675 tarpaulins short of our equipment, and of this number sanction was solicited to manufacture 1,000 at the cost of Capital."

3. I enclose, for your information, copies of Mr. Church's letters, dated the 28th of April 1868 and the 16th of April 1866, referred to in the Minute mentioned above, and I hope that upon the explanation now afforded the Government will

* Herewith returned.

sanction my sending to the Board of Directors the Indent* which accompanied my letter to you No. 685 of the 15th of November 1871.

*Proceedings of the Madras Government, Public Works Department,
6th April 1872.*

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 28th April 1863, No. 135.

Our present stock of tarpaulins is insufficient for our requirements, and, with reference to paragraph 5 of my letter No. 174, dated 16th April 1866, I have now to solicit sanction to some fixed rule for our guidance as to the number of tarpaulins to be provided for each waggon at the cost of Capital.

It was suggested that as four tarpaulins were required for covering cotton and two tarpaulins for other goods during the monsoons, three tarpaulins per waggon would not be too large an allowance; but since this suggestion was made, we have managed to cover cotton most securely with three tarpaulins, and perhaps an allowance of five tarpaulins for every two high-sided or coke waggons will be found sufficient.

Our stock of waggons at 31st December was—

High-sided open goods	...	...	1,280
Coke	...	...	435

Total ... $1,715 \div 2 \times 5$ would give 4,285 tarpaulins.

In addition to these, however, tarpaulins are required for covering private carriages conveyed on open sided waggons, which may be estimated at fifty.

On the 1st January 1866 our stock of tarpaulins was 2,967, which has been maintained in a state of efficiency at the cost of Revenue. We shall therefore require sanction to make at the cost of Capital 1,368 tarpaulins at an estimated outlay of Rupees 51,720, to complete our stock to 31st December 1867.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 16th April 1866, No. 174.

With reference to our conference at the Store Committee on the 10th instant on the subject of tarpaulins, I beg to submit a statement showing the cost of tarpaulins from the opening of the line in 1856 to 31st December 1865.

2. You will observe that the total expenditure on this account has been Rupees 1,50,555-4-11; that up to the 31st December 1864 a sum of Rupees 64,807-1-9 had been charged to Capital, and a sum of Rupees 13,515-4-1 to Revenue; and that a sum of Rupees 72,232-15-1 is still unappropriated but will be charged to Capital in the Store Accounts for the year ending December 1865 now under preparation.

3. The sum of Rupees 1,50,555-4-11 represents the cost of 3,667 tarpaulins, 700 of which were used for protecting goods before goods sheds were completed, and have long since been condemned as unserviceable; as it would be unfair to burden Revenue with the cost of these 700 tarpaulins, I would now ask that Revenue may be only required to maintain the difference between 3,667 and 700 or 2,967 tarpaulins.

4. Our stock of serviceable tarpaulins on the 31st December 1865 was only 2,237, so that we have to make good 730 tarpaulins at the cost of Revenue, less the sum of Rupees 13,515-4-1 already charged to that account, thus—

	RS.
Average cost of 730 tarpaulins	29,972
Less amount already charged to Revenue	13,515
To be charged to Revenue	16,457

which I propose to distribute over twenty-four months

5. No rule having been laid down as to the number of tarpaulins allowed to each waggon, it will be desirable, as arranged at the Committee, to obtain sanction to furnish each waggon with three tarpaulins at the expense of Capital. This number is a fair average of our requirements, as in the cotton season four tarpaulins are required for each waggon of cotton, and during the monsoons it is necessary to cover all waggons with two and three tarpaulins.

*Proceedings of the Madras Government, Public Works Department,
6th April 1872.*

SUBMITTED to Government, with reference to G. O., No. 524, dated 26th February 1872.

(Signed) C. J. SMITH, Captain, R.E.,
Deputy Consulting Engineer for Railways.

No. 103.

ORDER THEREON, 6th April 1872, No. 917.

RAILWAY, No. 11.

ORDERED that these papers be forwarded to the Government of India.

(Here enter No. 918, dated 6th April 1872.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

GOVT. of INDIA
PUBLIC WORKS.

THE SECRETARY TO THE GOVERNMENT OF INDIA

RAILWAY

Dated 24th April 1872

Recd

Encl.

G. O. No. 102-103, April 1872

APRIL

Nos. 102-103

Tarpaulins.—Correspondence submitted by the Consulting Engineer for Railways relative to the indent for tarpaulins required from England for the Madras Railway, ordered to be forwarded to the Government of India.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 6th April 1872.

No. 104.

No. 918.

To

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

RAILWAY, No. 12.

SIR,—With reference to your letter of the 9th February 1872, No. 214 G.R., inquiring the circumstances under which it is proposed to charge to Capital the cost of 1,000 tarpaulins which the Madras Railway Company intend to add to their stock, I am directed to forward the accompanying papers explaining the principles which have been approved by the Government for regulating the equipment of the line. It will be observed that the supply will, even after the addition of the number for which sanction is now asked, fall considerably short of the full complement, and I am accordingly to request that authority may be given for the transmission to England of the indent which was forwarded with my letter, No. 272, dated 29th January 1872, and for the cost of the tarpaulins being charged to Capital.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. S. T. Augustin.

No. 164

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 13th March 1872

From

Robert D. Clavin Esq.

Agent and Manager.

To

Major H. B. Prendergast, R.E.
Acting Consulting Engineer for Railways.

Sir,

With reference to Government Order No. 524 dated the 26th of February 1872 I have the honour to direct your attention to Minute No. 5 of the meeting of the Stores Committee held in this Office on the 6th of May 1868. These Minutes were approved by G.O. No. 1657 of the 26th of May 1868, and the proposition contained therein has since been acted upon, namely "that the stock of Garpanlins should be regulated by the number of High sided Open Goods Waggon and Coke Waggon in use on the line, an allowance of five Garpanlins for every two such vehicles being the basis of calculation".

2. With regard to this the Traffic

* No. 108-11th March
Manager now writes as follows:

"At the 31st December 1867 our Waggon stock consisted of 1280 High sided Open Waggon
435 Coke Waggon

"or a total of 1715 Open Waggon
requiring $1715 \times 5 + 2 = 4287$ Garpanlins.

9,
It is explained in the letter above referred
from Traffic to our actual stock of Tarpaulins was only
agent Treasurer 2967, and has been fully maintained at the
at 135 dated 28th of Feb 1868 - cost of Revenue. The only addition since
Copy enclosed. made to this stock at the cost of Capital
was in July 1869, when 33 Tarpaulins were
manufactured, making up the stock, to
be maintained at the cost of Revenue to 3000
Tarpaulins.

The increase in the Goods Traffic
from 132,866 Tons in the Half year ending
December 1870 to 175,411 Tons in the Half year
ending December 1871, combined with the inter-
change of Rolling Stock with the G. I. R.
Railway necessitate an immediate addition
to the working stock of Tarpaulins, as the
whole of the London Railway Wagon Stock
is open and not covered.

At the 31st December 1871 our Wagon
stock consisted of 1060 High sided open
Goods Waggon 410 Coke Waggon
making a total of 2270 open Waggon,
requiring $2270 \times 5 \div 2 = 5675$ Tarpaulins to
fully equip the Line, so that at the present
time we are 2675 Tarpaulins short of our
equipment, and of this number sanction
was solicited to manufacture 1000
at the cost of Capital.

3. Enclosed for your information
copies of Mr Church's letters dated the
28th of April 1868 and the 16th of April 1866
referred to in the minute mentioned.

above and I hope that upon the explanation now afforded the Government will sanction my sending to the Board of Directors the Indent which accompanied herewith my letter to you of the 15th of November 1871.

I have the honour to be
Sir
Yours most obedient Servant.
J. H. Mellis.
for the Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Part 1

Foot

186

No

135.

Madras Railway
 Chief Engineer's Office
 Madras 28th April 1866.

Dear Sir,

Our present stock of tarpaulins is insufficient for our requirements and with reference to para 5 of my letter to 174 dated 16th April 1866, I have now to solicit sanction to some fixed rule for our guidance as to the number of tarpaulins to be provided for each Wagon at the cost of Capital.

It was suggested that, as 4 tarpaulins were required for covering Cotton and 2 tarpaulins for other goods during the season, 3 tarpaulins per Wagon would not be too large an allowance; but since this suggestion was made, we have managed to cover Cotton most securely with 3 tarpaulins, and perhaps an allowance of 5 tarpaulins for every 2 High Sided or Coke Wagons will be found sufficient.

Our stock of Wagons at 31st December was,

High Sided Open Goods 1280

Coke 435

Total 1715 + 2 x 5 would

give 4285 tarpaulins.

In addition to these however tarpaulins are required for covering Private Carriages conveyed on open sided Wagons, which may be estimated at 80.

On the 1st January 1866 our stock of tarpaulins was 2967, which has been maintained in a state of efficiency at the cost of Revenue. We shall therefore

20124

MADRAS RAILWAY.

From

The Agent and Manager.

The Consulting Engineer

for Railways.

Recd 13th April 1866

14th April 1866

P. M. 1359/12 164

Sanctioning by the
 Committee of the
 Board of Directors
 in the Board for the
 purchase of 2000
 tarpaulins

required maintenance incurred at the cost of
Capital 1368 Tarpaulins at an estimated
outlay of Rs 54720 to complete and to 31st
December 1867.

Yours faithfully
H. E. C. Gurnall
The Agent & Manager.

The Agent & Manager
/ True Copy /

J. N. Mellis
for the Agent & Manager.

Wm

Public Works Department

N^o 174

Madras Port
Office Manager
Madras 10th April 1868

Dear Sir,

With reference to our conference at the above
Committee on the 10th instant on the subject of Tarpaulins,
they to submit a statement showing the cost of Tarpaulins
from the opening of the Line in 1856 to 31st December 1867.

2. You will observe that the total expenditure
on this Account has been Rs 150,555:11 that up to the
31st December 1864 a sum of Rs 62,837:19 had been charged
to Capital, and a sum of Rs 13,515:4:1 to Revenue, and
that a sum of Rs 72,232:15:1 is still unappropriated
but will be charged to Capital in the Store Accounts
for the year ending December 1865 now under preparation.

3. The sum of Rs 150,555:11 represents the cost
of 3667 Tarpaulins, 700 of which were used for protecting
Goods before Goods sheds were completed, and have long
since been condemned as unserviceable; as it would be
unfair to burden Revenue with the cost of these 700
Tarpaulins, I would now ask that Revenue may be only
required to maintain the difference between 3667 & 700
or 2967 Tarpaulins.

4. Our Stock of Serviceable Tarpaulins on the 31st
December 1865 was only 2237, so that we have to make
good 730 Tarpaulins at the cost of Revenue, less the
sum of Rs 13,515:4:1 already charged to that Account
thus

Average Cost of 730 Tarpaulins Rs 2977:---
Less Amount already charged to Revenue Rs 13,515:---
To be charged to Revenue Rs 16257:---
which I propose to distribute over 24 months
5. No rule having been laid down as to the number
of Tarpaulins allowed to each wagon it will be

desirable as arranged at the Committee, to obtain sanction to furnish each waggon with three tarpaulins at the expense of Capital. This number is a fair average of our requirements, as in the Cotton Season 4 tarpaulins are required for each Waggon of Cotton, and during the Monsoons it is necessary to cover all waggons with two and three tarpaulins.

(2) Yours faithfully
H. E. Church
Traffic Manager

To
The Agent and Manager

(Enc. 6/10/72)

J. N. Mellis
for the Agent & Manager

13 March 1872

Comptroller

No. 917. Public Works Department
Proceedings of the Madras Government
Read the following

17/18th March
1872

No. 130

Submitted for the to Government.

With reference to G. O. No. 524
dated 26th February 1872

that these
waggons to
be used

W. Smith Esq. Capt. R. C. 1872

Off. Cong. Engr. for Railways,

CONSULTING ENGINEER'S OFFICE,
Madras, 15th March 1872.

To

The Secretary to Government,
Public Works Department,

Fort Saint George.

copy to the
of India

reference to
the 9th Feb.
of the

circumstances under
which it is proposed
to charge to Capital
the cost of 1000 tarpaul-
ins which the Madras
Railway

No 917. Public Works Department
 Proceedings of the Madras Government

Read the following

From The Consulting Engineer for Railways, F.C. No. 1307/15th March 1872.

Order is that the
 papers be forwarded to
 the Govt of India
 H. E. H. 75/2

The Secy to the
 Govt of India
 Sir

With reference to
 your letter of the 9th Feb
 1872^{20th Feb} inquiring the
 circumstances under
 which it is proposed
 to charge to Capital
 the cost of 1000 lamp
 line which the Madras
 Railway

The C. Engr: for Rps:
 Despatch 4/12

P. W. 1872 Depat
 RAILWAY DEPARTMENT
 P. W. 1872 Depat

From The Consulting Engineer
 for Railways

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

Dated 18 March 1872.

Received 18th March 1872

No. 130
 Engr: 5. 2-5-72

Submitting
 agent's letter re
 regarding lamp

No 102

Engr: 5. 2-5-72

625 March 17th R. 27th

1870
March 1st
Dear Sir
I have the honor
to acknowledge
the receipt of
your letter of
the 28th inst.

and in reply
to inform you
that the same
has been forwarded
to the proper
authorities.

Very respectfully,
Yours,
J. H. [illegible]

No 135-9

Govt. of 1872 Madras.

PUBLIC WORKS.

To
The Acting Consulting
Eng^r for Railways

Date

cj

Re

Encl.

6th April 1872 917-918

Nos. 112 & 103 & 114

Tarpaulins. Correspon.

dence, submitted by the
Com^r for Ry^s, relative
to the indent for Tarpaulins
required from England for
the Madras Ry ordered to be
forwarded to the Govt of India.

Forward Corres-
pondence relative to the
indent for Tarpaulins
required from England
for the Madras Ry.

25 March 1872 P. 275