

(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.	1674	Press
B.P. No.		Mis.
218-219.		
Dated	16-4-	1840.

Not to be folded or roughly handled

No. 218. Read the following Proceedings of the Government of India in the Public Works Department, (Railway,) dated Fort William, 27th February 1873, Nos. 292—315 S. R. :—

Registration and branding of sleepers for State Railways.

Read the following papers :—

Memorandum by the Consulting Engineer to the Government of India for State Railways, dated 6th November 1872.

Letter to the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta, No. 1,678 S—R of 21st November 1872.

Letter from Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta, No. 230, dated 6th February 1873, and enclosed Memorandum by Deputy Agent, East Indian Railway Company.

OBSERVATIONS.—The system of registering and branding advocated by the Consulting Engineer to the Government of India for State Railways should be adopted on all the State Lines.

2. Records of sleepers originally laid down should, if practicable, be now prepared in the form (A) attached to Mr. Molesworth's Memorandum, and submitted to the Government of India for all State Lines, or sections of lines, that are open for public traffic, or have been recently completed. In future a record should be furnished immediately after the completion of any line or section.

3. Half-yearly returns of renewals in the form (B) attached to Mr. Molesworth's Memorandum should likewise, if practicable, be preferred, for all lines that are open, for each half-year since their completion. These returns should be made up to the 30th June and 31st December in each year. In future they should be forwarded soon after the close of each half-year.

4. Mr. Molesworth's suggestions regarding sleepers laid down experimentally are approved by the Government of India. A yearly report on their condition, made up to the 31st December, should be submitted.

ORDER.—Ordered that copies of Mr. Molesworth's Memorandum, and of the forms attached thereto, be forwarded to the Resident at Hyderabad, the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta, and the Superintending Engineer, Delhi District, Rajpootana (State) Railway, for information and future guidance, and with a request that they will, so far as may be readily practicable, respectively submit the records and returns referred to in paragraphs 2 and 3 of this Resolution.

To the Chief Commissioners of the Central Provinces and British Burmah; the Officiating Chief Engineer, Punjab Northern (State) Railway; the Engineer-in-Chief, Indus Valley (State) Railway, and the Superintending Engineers, Agra District, Rajpootana (State) Railway, Holkar (State) Railway, Neemuch (State) Railway, Northern Bengal (State) Railway, and Western Rajpootana (State) Railway, for information and future guidance.

And to the Government of Madras in the Public Works Department, the Government of Bombay, Public Works Department (Railway); the Government of Bengal in the General Department; the Governments of the North-Western Provinces and the Punjab, in the Public Works Department; the Chief Commissioners of Oudh and Mysore; the Agents to the Governor General for Central India and Rajpootana; the Consulting Engineers to the Government of India for Guaranteed Railways at Lahore and Lucknow; and the Store-keeper for State Railways, Calcutta, for information.

(Signed) H. DRUMMOND, Colonel, R.E.,
Officiating Deputy Secretary.

Memorandum by G. L. MOLESWORTH, Esq., C. E., Consulting Engineer to the Government of India for State Railways, on registration of sleepers, dated 6th November 1872.

Paragraph No 63 of my Report on State Railways is as follows:—

Paragraph No. 63 of my Report on State Railways is as follows:—
 "Some systematic register respecting the life of sleepers is required, as the information that such a register would afford would be most valuable in railway maintenance and extensions."
 I am not aware whether any orders have been issued by the Government of India respecting the registration and marking of sleepers, but if not, I think it is time that some definite rules should be laid down for this purpose.

The following points seem to require consideration:—

The following points seem to require consideration :—

1st.—Whatever system may be adopted, the system should be uniform throughout all State Railways.

2a L.—All sleepers should be marked on road, so that when renewed the dates of the receipt in depot, or lying in the road, may be ascertained on inspection.

Ord.—On the completion of any line, or any section of a line, a complete sleepers should be furnished to the Government of India.

44.—A half-yearly return should be furnished to the Government of the number of sleepers received

For uniformity in branding the sheep, I would suggest the following system:

For uniformity in branding the sheep, I would suggest the following marks on the end of a fleece denote day of delivery in depot.

Marks on the end of a sleeper denote date of delivery in depot.
 Marks on the top of a sleeper denote date of laying in the road.

I think it will suffice for all practical purposes that the half-year in which the

Only the two last forms of the gear need to be marked.

Only the two last figures of the year need to be traded.
These figures above a horizon lead to the first half of the year, and below a horizon

These figures above a horizontal line denote the first-half of the year, and those below a horizontal line denote the latter half of the year: thus—

72 denotes the first-half of the year 1872; any time between January and June inclusive.

$\overline{72}$ denotes the first half of the year 1872; any time between 01-01-72 and 06-30-72

$\underline{72}$ denotes the last half of the year 1872.

The figures should be 2 inches high, and their lines should not be so thick as to be nearly as to be necessary to mark more than one quarter of

accurately the dates of presentation, the matter of marking might be referred to quarters

curately the dates of receipt or laying, the system of marking might be improved, thus—

	7
1st quarter of 1971, to be directed by	.74

[illegible][illegible][illegible]

without adding to their practical work.

*Proceedings of the Madras Government, Public Works Department,
16th April 1873.*

It is difficult after decay has set in to recognize the description of timber; it will therefore be desirable to brand in dépôt a distinguishing mark on the end of each sleeper in letters 2 inches high, I would suggest the following symbols for different woods:—

- A.—Australian timbers,
B.—Babool,
C.—Cheel,
D.—Deodar,
E.—Creosoted pine imported from England,
S.—Sâl,
T.—Teak (Moulmein),
TT.—Native Teak,

and the Government might fix from time to time other symbols for any other woods adopted experimentally or otherwise.

Thus, in the accompanying sketch, the marking would denote that the sleeper was of creosoted pine imported from England, that it had been received in dépôt on the Railway during the latter half of 1872, and had been laid in the road during the first-half of 1873.

I annex the forms of return I would suggest, namely.—

A, the record of sleepers originally laid down; and B, the half-yearly return of renewals.

When any class of sleeper is numerically small in proportion to the other sleepers on the line, or when sleepers are laid down experimentally, they should all be kept together in laying, and so placed that they may be readily inspected at any time. Their position should also be accurately ascertained and recorded, so that if an inspection of them be desirable at any time, there will be no difficulty in finding them.

Sleepers laid down for the purposes of experiment should not be lost sight of, but a report on their condition should be sent in yearly by the Engineer in charge of them.

SLEEPER REGISTRATION FORM A.

<i>Record of Sleepers laid in the</i>	<i>State Railway on completion in 18</i>
	<i>Miles.</i>
1870	1870
1871	1871
1872	1872
1873	1873
1874	1874
1875	1875
1876	1876
1877	1877
1878	1878
1879	1879
1880	1880
1881	1881
1882	1882
1883	1883
1884	1884
1885	1885
1886	1886
1887	1887
1888	1888
1889	1889
1890	1890
1891	1891
1892	1892
1893	1893
1894	1894
1895	1895
1896	1896
1897	1897
1898	1898
1899	1899
1900	1900
1901	1901
1902	1902
1903	1903
1904	1904
1905	1905
1906	1906
1907	1907
1908	1908
1909	1909
1910	1910
1911	1911
1912	1912
1913	1913
1914	1914
1915	1915
1916	1916
1917	1917
1918	1918
1919	1919
1920	1920
1921	1921
1922	1922
1923	1923
1924	1924
1925	1925
1926	1926
1927	1927
1928	1928
1929	1929
1930	1930
1931	1931
1932	1932
1933	1933
1934	1934
1935	1935
1936	1936
1937	1937
1938	1938
1939	1939
1940	1940
1941	1941
1942	1942
1943	1943
1944	1944
1945	1945
1946	1946
1947	1947
1948	1948
1949	1949
1950	1950
1951	1951
1952	1952
1953	1953
1954	1954
1955	1955
1956	1956
1957	1957
1958	1958
1959	1959
1960	1960
1961	1961
1962	1962
1963	1963
1964	1964
1965	1965
1966	1966
1967	1967
1968	1968
1969	1969
1970	1970
1971	1971
1972	1972
1973	1973
1974	1974
1975	1975
1976	1976
1977	1977
1978	1978
1979	1979
1980	1980
1981	1981
1982	1982
1983	1983
1984	1984
1985	1985
1986	1986
1987	1987
1988	1988
1989	1989
1990	1990
1991	1991
1992	1992
1993	1993
1994	1994
1995	1995
1996	1996
1997	1997
1998	1998
1999	1999
2000	2000
2001	2001
2002	2002
2003	2003
2004	2004
2005	2005
2006	2006
2007	2007
2008	2008
2009	2009
2010	2010
2011	2011
2012	2012
2013	2013
2014	2014
2015	2015
2016	2016
2017	2017
2018	2018

Length of Railway	...	...	...	...
„ of Sidings	...	...	...	...

Description of Sleepers.	Mark.	Position, miles.	NUMBER LAID IN		TOTAL.		Remarks.
			Sidings.	Main Line.	Number laid.	Per-centage of each kind to total.	
Cresosoted pine ...	E	1 to 25	17,500	50,000	} 137,500	71.8	
Sal " " ...	F	52 to 87	...	70,000			
" " " ...	S	25 to 28	...	6,000	6,000	3.1	
Teak ...	T	28 to 33	...	10,000	10,000	5.2	
Deodar ...	D	33 to 42	...	18,000	18,000	9.4	
Cheel cresosoted ...	C	42 to 52	...	20,000	20,000	10.5	
Total...	...	...	17,500	174,000	191,500	100.	

*Proceedings of the Madras Government, Public Works Department,
16th April 1873.*

SLEEPER REGISTRATION FORM B.

*Half-yearly Return of the renewal of sleepers on the
half-year ended December 31st, 1880.*

State Railway for the

Description of Sleepers.	Number renewed during half-year.	DATES OF		LIFE OF SLEEPERS.		By what kind of sleepers replaced.	Remarks.
		Laying in road.	Delivery at Depot.	In road. Years.	Total years.		
Creosoted pine ..	26	74	73	64	7	Creosoted pine.	
"	72	73	73	7	7		
"	304	73	72	74	84		
"	570	72	72	8	84		
S&I	...	...	...	...	...		
&c.	...	...	...	...	...		

No. 219.

ORDER THIELON, 16th April 1873, No. 1,097.

RAILWAY, No. 25.

COMMUNICATED to the Consulting
Engineer for Railways

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Enl. S. T. Austin.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY

To

Nos 292-315 S-R.

Dated February 27, 1873.

Received 17th March 1873.

Env: 1.

Relative to the registration and branding of
sleepers used on State Railways.

P. W. D. Press. - 24 273-610.

S. The Secy to
the Railway

Recd 18/4/73.

Copy

Communicated to the
Engineering
Dept. for
Railways

1873-19.

1873-24

21/1707
Govt. of 1873 Madras.
PUBLIC WORKS.

The Consulting Engineer
for Railways

1874

1875

16 April 1897

Nos. 2181219

Sheepers. ~~See the book~~
India communicating
evolution relative to the
registration and branding
of sheep used on State
Railways, Cor. of the Prof.
Eng.