M.R.O. 1—10,006—28-2-50.

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MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No. 2589-90 Press

~~B.P.~~ No. ~~Mis.~~

379, 380, 381.

Dated 23. 10. 1873. ~~195~~

Not to be folded or roughly handled

No. 379. Read the following letter from Lieutenant-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, dated Madras, 22nd September 1873, No. 507 :—

In acknowledging the receipt of the Proceedings of Government, dated the 5th instant, No. 2,206, I have the honour to state that until the vehicles to be converted into covered goods wagons had been selected, and the work of conversion actually begun, it was impossible for the Railway officials to name, with any approach to accuracy, the charge which would fall upon Revenue in connection with them. Inasmuch as the sanction of the Government of India is required only for the amount to be charged to Capital, and as the charge against Revenue consists simply in the repair and replacement of worn-out parts, which, under ordinary circumstances, would never come under the cognizance of Government, it seemed to me advisable that the submission of the estimate for the Capital charge should not be delayed until the charge upon Revenue could be ascertained.

2. Now that the whole of the twenty vehicles to be converted have been carefully examined and taken to pieces, the Locomotive Superintendent is able to name approximately the charge which will probably fall upon Revenue. I learn from him that the ten open-sided goods wagons will probably cost Rupees 6,527, or an average sum of Rupees 653 each, the three high-sided open goods wagons Rupees 1,741, or an average sum of Rupees 580 each, and the seven coke wagons Rupees 5,253, or an average sum of Rupees 750 each.

3. As to the extent of the reduction to be made upon the original sanction of Rupees 34,250 for the conversion of fifty coke wagons, I have to explain that no reduction has ever been anticipated. In the estimate submitted with my letter No. 413, dated the 6th August 1873, provision was made for the twenty wagons being lengthened from 16 to 20 feet, and this additional length entails a large increase in the charge against Capital; for when the original estimate* was submitted a simple conversion was contemplated, and Capital would have been charged with only the cost of such conversion, all replacements of iron or wood being borne by Revenue. On the other hand, in the estimate now submitted, Capital has to bear, in addition to the charge for conversion, the cost of all the labour and material required for the additional length.

* *Vide* G. O., 5th November 1870, No. 2,658.

4. Exclusive of the cost (Rupees 4,190) of providing ten of the vehicles with brake apparatus, the Capital charge for converting and lengthening the twenty wagons has been estimated at Rupees 19,056, or an average charge to Capital of Rupees 953 on each wagon. The sum of Rupees 34,250 originally sanctioned will therefore cover the cost of converting and lengthening some thirty-six wagons only; or, deducting the sum (Rupees 4,190) incurred on providing ten of them with brake apparatus, the balance will not cover the cost of converting and lengthening more than thirty-one wagons. No reduction in the outlay originally contemplated can therefore be anticipated.

5. Beyond the conversion and lengthening of the twenty wagons, for which the second estimate provides, no work has been yet begun upon the original estimate; and there will be therefore a balance from that estimate of Rupees 11,004

available for further conversions. In order however to prevent confusion, and to make future proceedings in connection with the matter more regular, I have asked the Agent to consider the original sanction of Rupees 34,250 as cancelled, and to submit estimates for further conversions from time to time as they may become necessary.

6. With this explanation I trust that His Excellency the Governor in Council will be able to lay before the Government of India, for sanction, the estimate of Rupees 23,246, forwarded with my letter of the 6th August, as representing the charge against Capital in connection with converting twenty vehicles into goods wagons, lengthening them by 4 feet, and providing ten of them with brakes. The revenue expenditure, consisting in the repair and replacement of the worn-out parts of the original vehicles, will probably as above explained, amount to Rupees 13,521.

No. 380. ORDER THEREON, 23rd October 1873, No. 2,589.

RAILWAY, No. 64.

His Excellency the Governor in Council resolves to submit, for the sanction of the Government of India, the estimate of Rupees 23,246 which accompanied the Consulting Engineer's letter recorded with G. O., No. 2,206, of 5th September 1873, for converting twenty vehicles, consisting of ten open-sided goods wagons, three high-sided open wagons, and seven coke wagons, into covered goods wagons, ten being fitted with brakes. The sanction of Rupees 34,250 accorded by that Government in letter recorded with G. O. of 12th December 1870, No. 3,064, for the conversion of fifty coke wagons into covered goods, will be regarded as cancelled.

(Here enter No. 2,590, dated 23rd October 1873.)

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies.

PUBLIC WORKS DEPARTMENT,

OOTACAMUND, 23rd *October* 1873.

No. 381.

No. 2,590.

FROM

COLONEL G. W. WALKER, R.E.,

Secretary to the Government of Madras,

Public Works Department.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

Public Works Department.

RAILWAY, No. 65.

SIR,—In letter from the Government of India, dated 28th November 1870, No. 1,872 R, sanction was accorded for the conversion of fifty coke wagons in use on the North-West Line of the Madras Railway into covered goods wagons, at an estimated outlay of Rupees 34,250. It was subsequently determined that twenty out of the fifty coke wagons should be lengthened from 16 to 20 feet, ten out of the twenty being fitted with brakes. Approval of the action thus taken was communicated in the letter from the Government of India, dated 26th March 1873, No. 517 G. R., and an estimate was awaited. It will be seen from the letter recorded with G. O. of 5th September 1873, No. 2,206, a copy of which accompanies, that on grounds of convenience and economy it is now proposed to convert ten open-sided goods wagons, three high-sided open wagons and seven coke wagons, into covered goods wagons, ten with additional brake power, instead of coke wagons only as originally proposed, and for effecting this object an estimate of Rupees 23,246 is submitted, representing the portion of the charge debitable to Capital on account of the conversion of these twenty vehicles. The original sanction of Rupees 34,250 which did not provide for the lengthening of the wagons, and the cost of which necessarily adds to Capital, must be regarded as cancelled, and it is proposed to submit estimates for further conversions as they become necessary. The Revenue expenditure on the twenty vehicles which are being converted into goods wagons will probably amount to Rupees 13,521.

2. I am to request the sanction of the Government of India to the estimated outlay of Rupees 23,246, the expenditure being met in the manner proposed by the Consulting Engineer in his letter recorded in G. O. of 5th September, No. 2,206.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

Exd. S. T. Austin.

Spare Copies.

(3)

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 507

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 acknowledging the receipt of the Proceedings of Government dated the 5th instant, No. 2206, I have the honour to state that, until the vehicles to be converted into covered goods wagons had been selected, and the work of conversion actually begun, it was impossible for the Railway Officials to name, with any approach to accuracy, the charge which would fall upon Revenue in connection with them. Inasmuch as the sanction of the Government

-ment of India is required only for the amount to be charged to Capital; and as the charge against Revenue consists simply in the repair and replacement of worn out parts, which under ordinary circumstances would never come under the cognisance of Government; it seemed to me advisable that the submission of the estimate for the Capital charge should not be delayed until the charge upon Revenue could be ascertained.

2. Now that the whole of the twenty vehicles to be converted have been carefully examined and taken to pieces, the Locomotive Superintendent is able to name approximately the charge which will probably fall upon Revenue. I learn from him that the ten open-sided goods wagons will probably cost Rs. 6,527/1, or an averge sum of Rs. 653 each: the three high-sided open goods wagons, Rs. 1,741, or an average sum of Rs. 580 each: and the seven coke wagons, Rs 5,253, or an average sum of Rs. 750 each.

3. As to the extent of the reduction to be made upon the original sanction of Rs. 34,250 for the conversion of fifty coke wagons, I have to explain that no reduction has ever been anticipated. In the estimate submitted with my letter No. 413, dated the 6th August 1873, provision was made for the twenty wagons being lengthened from 16 to 20 feet; and this additional length entails a large increase in the charge against Capital; for when the original estimate* was submitted a simple conversion was contemplated, and Capital would have been charged with only the cost of such conversion, all replacements of iron or wood being borne

* Vide G.O. 5th November 1870 No. 2657.

borne by Revenue. On the other hand, in the estimate now submitted, Capital has to bear, in addition to the charge for conversion, the cost of all the labour and material required for the additional length.

4. Exclusive of the cost (Rs 4190) of providing ten of the vehicles with brake apparatus, the Capital charge for converting and lengthening the twenty wagons has been estimated at Rs. 19,056; or an average charge to Capital of Rs. 953 on each wagon. The sum of Rs. 34,250, originally sanctioned, will therefore cover the cost of converting and lengthening some thirty-six wagons only; or, deducting the sum (Rs. 4190) incurred on providing ten of them with brake apparatus, the balance will not cover the cost of converting and lengthening

more

112
4190
23,260

more than thirty-one wagons. No reduction in the outlay originally contemplated can therefore be anticipated.

5. Beyond the conversion and lengthening of the twenty wagons for which the second estimate provides, no work has been yet begun upon the original estimate; and there will be therefore a balance from that estimate of Rs. 11,004 available for further conversions. In order however to prevent confusion, and to make future proceedings in connection with the matter more regular, I have asked the Agent to consider the original sanction of Rs 34,250 as cancelled, and to submit estimates for further conversions from time to time, as they may

become

become necessary.

6. With this explana-
-tion I trust that His Ex-
-cellency the Governor in Council
will be able to lay before the
Government of India, for
sanction, the estimate of Rs
23,246 forwarded with my letter
of the 6th August, as repre-
-senting the charge against Ca-
-pital in connection with con-
-verting twenty vehicles into goods
wagons, lengthening them by 4
feet, and providing two of them
with brakes. The Revenue ex-
-penditure, consisting in the
repair and replacement of the
worn out parts of the original
vehicles, will probably, as above
explained, amount to Rs. 13,521.

I

C.

I have the honour to be
Sir
Your most obedient servant

Madras
22nd September
1873

Lieut. Colonel, R.E.,
Cons. Engineer for Railways.

Secy
Govt
Public

No. 2589 Public Works Department

Proceedings of the Madras Government

Read the following:-

From,

The Consulting Engineer for Railways } (G.O. No. 507 & 22nd Sept. 73.)

His Excellency the Governor in Council resolves to submit for the sanction of the Government of India the estimate of Rs. 23,246 which accompanied the Consulting Engineer's letter recorded with G.O No. 2206 of 5th September 1873, for converting 20 vehicles, consisting of 15 open sided goods wagons, 3 high sided open wagons, and 7 Coke wagons, into covered goods wagons

P.W.D. 1873 Department

Railway Department.

From The Consulting Engineer for Railways, No. 521. 1873.

To

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

Dated 29 Sept 1873.
Recd. 2nd Oct 1873.

Sir,

No. 507

With reference to your letter No. 2589 dated 5th instant, I have the honor to submit herewith for the sanction of the Government of India the accompanying detailed estimate for the conversion of twenty vehicles, consisting of fifteen open sided goods wagons, three high sided open wagons, and two Coke wagons, into covered goods wagons.

Agreed

Pub. Wks. Dept. 25 Sept. 73

Pub. Wks. Dept. 25 Sept. 73

recorded with G.O
of 5th September 1873,
No: 2206, a copy of
which accompanies,
that on grounds of
convenience and econo-
my it is now pro-
posed to convert
10 open sided goods wagons
3 high sided open wagons
& 7 Coke wagons,
into covered goods
wagons; 10 with ad-
ditional brake power,
instead of Coke wagons
only as originally
proposed, and for
effecting this object
an estimate of Rs. 23,246
is submitted representing
the portion of the
charge debitable to
Capital on account
of the Conversion of
these

these 20 vehicles.
The original Sanc-
tion of Rs. 34,250
which did not pro-
vide for the lengthening
of the wagons, and
the cost of which
necessarily adds to
Capital, must be
regarded as cancelled,
and it is proposed
to submit Estimates
for further conversions
as they become neces-
sary. The Revenue
expenditure on the
20 vehicles which are
being converted into
goods wagons will
probably amount to
Rs. 13,521.

I am to request
the sanction of the
Government

Government of
India, to the estimated
outlay of Rs. 23,216,
the expenditure being
met in the manner
proposed by the
Consulting Engineer
in his letter recorded
in G.O of 5th September
No. 2206.

G.W.W.

26

S.C. noted with the
previous No. dated
31/10/73

G.O. No. 2206, dated

[illegible] of 1873.

PUBLIC WORKS.

To The Commissioner of Railways
& The Secretary to the Govt of India

Dated

Recd. Encl.

G. O. 23rd March 1873. N2589-2590

Nos. 379-380-381.

~~(illegible)~~

Wagons. Taking over lease

letter from the Jersey Mfg Co
& submitting with further information, Estimate for the conversion
of certain wagons into
covered goods wagons
~~&c~~ for use on the
Madras Rly.

Forwarded with the
Estimate for the conversion
of certain wagons into
covered goods wagons
for use on the Madras
Rly.