M.R.O. 1—10,006—28-2-50.

(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. 2714-15 Press

B.P. No. Mis.

83.84.85

Dated 6. 11. 1873. 195—.

Not to be folded or roughly handled

seems to me that in order to give a fair

No. 83. 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, 4th October 1873, No. 529 :—

ADVERTING to the Orders of Government, dated the 24th March 1873, No. 912, and the 14th August 1873, No. 2,026, I have the honour to submit, for the consideration of the Government of India, certain correspondence* which has passed between this office and the Agent of the Madras Railway Company upon the subject of the proposed experiment to renew with sleepers of creosoted pine part of the line on the West Coast not less than ten miles in length.

* From Agent, No. 699, dated 9th Sept. 1873.
To do. ,, 834, ,, 12th ,, ,,
From do. ,, 770, ,, 27th ,, ,,

2. It will be observed that the Directors proposed that the experiment should be confined to the seven miles of ghaut near Coimbatore, which they remark "they have reason to believe to be more suitable to the wooden sleeper system." This is the ghaut to which reference is made in the first paragraph of the letter from the Government of India, dated the 7th March 1873, No. 401 G. R.

3. In reply, I pointed out that, inasmuch as the ghaut in question is some sixty miles distant from the West Coast, and upon a heavy gradient, the objects which the Government of India had in view in asking that the trial should be made would not be altogether fulfilled by the measure proposed by the Board; and I suggested that the experiment should be made, in part at least, upon a portion of line nearer the coast, and with a less exceptional gradient. I trust that this will meet with approval.

4. With the second of the letters which accompany this, the Agent forwarded an Indent upon his Board for a supply of creosoted pine sleepers sufficient to renew ten miles of the line. The approximate estimate of the cost, framed upon the price of 7 shillings per sleeper, quoted by the Board, comes to Rs. 71,263; and, in anticipation of formal sanction, I have authorized the Agent to forward the Indent to his Board for compliance.

5. I beg to draw attention to the remarks made by the Chief Engineer with regard to the period during which the Government of India contemplate the continuance of the experiment. Mr. Going points out that if the experiment is to be considered as a comparison in economy between sleepers of creosoted pine and of iron, it will probably continue for fifteen years; and that if during that time the remainder of the road between Beypore and Palghaut is to be maintained with sleepers of indigenous wood, the experiment will be costly, inasmuch as it will involve additional expenditure for maintenance at the rate of nearly a lac of rupees per annum.

6. I beg to be favoured with the views of Government upon this point. I do not see how a satisfactory report upon the result of the experiment can be furnished within the short term of five years, as suggested by Mr. Going. The cost of renewing with sleepers of indigenous wood is estimated by the Railway authorities at Rupees 5,421 per mile; and, taking the figures given in the accompanying Indent, the cost of renewing with sleepers of creosoted pine will probably come to about Rupees 8,000 per mile. It seems to me that in order to give a fair

trial to the creosoted sleepers, and at the same time to avoid the extra cost entailed by maintaining the rest of the line with sleepers of indigenous wood, the proper course would be to renew the whole of the line from Palghaut westward with sleepers of creosoted pine. The additional cost would not be great; and, whatever the result might ultimately be shown to be as compared with iron renewals, there can be no doubt whatever that the extra cost in maintenance alluded to by Mr. Going would be very considerably reduced.

From W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 9th September 1873, No. 699.

WITH reference to your letter No. 762 of the 21st ultimo, and to previous correspondence upon the subject of the comparative merits of iron and creosoted pine sleepers, I have the honour to forward herewith a copy of the 8th and 9th paragraphs of a letter* from my Directors, which contain their reply to the reference made to them as to the desire expressed by the Government of India that an experiment should be made of creosoted pine sleepers upon ten miles of the line on the West Coast.

* No. 515, 1st August 1873.

2. You will observe that the Board regret that the Government of India consider it desirable that any further experiment of this nature should be made upon their line, and that they entirely concur in the views which have been expressed by their Chief Engineer upon this subject.

3. The Directors trust that the Government of India will be satisfied if the experiment they wish tried be limited to the seven miles of the Coimbatore Ghaut, upon which it has never been proposed to lay iron sleepers, and I shall be much obliged if you will let me know as early as possible whether the Government is prepared to accede to the wishes of my Board in this respect.

Extract from a letter from the Secretary, Madras Railway Company, dated London, the 1st August 1873, *No.* 515.

Proposed experiment with creosoted pine sleepers.

PARAGRAPH 8. Adverting to paragraph 10 of 513, I am directed to state that the Board have had under their consideration the correspondence referred to in paragraphs 14 to 19 of 1,046, and they regret that notwithstanding the strong representations that have been urged by their officers against the inexpediency of the measure, the Government of India consider it desirable that an experiment should be made with creosoted pine sleepers on the West Coast. In the views that have been expressed by the Chief Engineer the Directors entirely concur, and learning as they do from his letter of the 9th April last, that the 29,807 sleepers sent from this country in 1860 and 1861 of the description similar to those with which it is proposed to experiment further, had to be removed after five or six years' trial, although laid in a portion of the line where the climate and other conditions are, in his opinion, undoubtedly more favourable than on the West Coast, they trust that the Government of India will be satisfied if the experiment they wish tried be limited to the seven miles of the Coimbatore Ghaut, which the Board have reason to believe to be more suitable to the wooden sleeper system.

9. As a matter of economy, it appears by their letter, No. 294, that there would not be much difference in ordinary times if the sleepers were equally durable, but while the strongest advocates for the wooden sleepers appear to limit their expectations to a life of from ten to twenty years, the Board consider it not unreasonable to expect that their iron sleepers, properly used, may last for 50 to 60 years, so that the temporary rise in the price of iron is an immaterial

consideration, and from the very high testimony which has reached them concerning the excellent quality of their road, as compared with others in all parts of the world, the Board are extremely reluctant to adopt any measure which would tend to bring about any material alteration of it.

(True Extract.)

(Signed) W. B. WRIGHT,
Acting Agent and Manager.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to W. B. WRIGHT, Esq, Acting Agent and Manager of the Madras Railway Company, dated Madras, 12th September 1873, No. 834.

IN reply to your letter, dated the 9th instant, No. 699, and adverting to the conversation which took place between us yesterday, I have the honour to state that the measure proposed by the Board on laying sleepers of creosoted pine upon the seven miles of the Coimbatore Ghaut, will not altogether fulfil the objects which the Government of India had in view in asking that the trial should be re-made. The ghaut in question is some sixty miles distant from the West Coast, and is upon a heavy gradient. The experiment should be made, at least in part, upon a portion of the line nearer the coast, and with a less exceptional gradient. I have the honour to suggest that, besides the seven miles of ghaut, creosoted pine sleepers should be laid upon three miles near the western terminus, say between Beypore and Kuddlehoondy bridge. This would allow a satisfactory trial to be made.

From J. W. MELLIS, Esq., for the Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 27th September 1873, No. 770.

ADVERTING to my letter of the 9th instant, No. 699, with which I forwarded, for submission to Government, a copy of the 8th and 9th paragraphs of a letter* from the Directors on the subject of the proposed experiment with creosoted pine sleepers on the Western Coast, I have the honour to inform you that a copy of your letter, No. 834, of the 12th instant, was forwarded to the Board by the last mail, with a request that they would be so good as to express their further views upon the subject.

* No. 515, 1st August 1873.

2. In order however that no unnecessary delay might take place in the matter, I requested the Acting Chief Engineer to prepare an Indent for a sufficient quantity of creosoted pine sleepers to renew ten miles of line. This* I beg to enclose, and I shall be obliged by your returning one copy to me, duly sanctioned, for transmission to England at your early convenience.

* No. 101 in triplicate.

3. In forwarding the Indent to me Mr. Going in his letter of the 24th instant, No. 642, asks for instructions as to whether the proposed experiment is intended for the purpose of making a comparison between creosoted pine sleepers and indigenous wood sleepers, or between creosoted pine and iron pots. I request that you will be good enough to lay before the Government the enclosed copy of Mr. Going's letter, and communicate to me the orders passed thereon.

4. I also request that you will be good enough to communicate to me in due course the orders passed by the Government upon the abovementioned extract from the Board's letter.

From T. H. GOING, Esq., Acting Chief Engineer, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 24th September 1873, No. 642.

IN accordance with Consulting Engineer's letter, No. 834, of 12th instant, and his letter, No. 301, of 26th March, conveying the orders of the Government of India on the same subject, I forward herewith an Indent (No. 101) on the Board of Directors for creosoted pine sleepers to be used as an experiment on ten miles of the 4th division, viz., seven miles of the Coimbatore Ghaut and three miles adjoining Beypore, in replacing the sleepers of indigenous woods at present laid in the road there.

2. In complying thus with the demands of Government I think it desirable that this Company should be informed more definitely than has yet been done as to the exact scope of the contemplated experiment. With a view to the report of ultimate results called for by the Government of India, it will be necessary to be informed whether the experiment is to be considered as a comparison in economy between creosoted pine and indigenous wood sleepers, or between creosoted pine and iron pots.

3. If the former, then the experiment may determine itself in about five years, that being about the average life of the indigenous wood sleepers.

4. If the latter, then the experiment must go on for fifteen years, that being the average life (as stated by the Government of India) of creosoted pine sleepers.

5. Under such a supposition, before the advantages of creosoted pine above iron could be established, the present excessive cost of maintaining the 4th division wooden road would be continued over fifteen years.

6. This extra cost of maintenance per mile per annum is estimated at Rupees 1,092 (Mr. Anderson's letter, 4th May 1872,) which in fifteen years on 75 miles would amount to Rs. 12,28,500, or at the rate of nearly a lac of rupees for every year during which the experiment continues.

7. It will thus appear how important it is to the Company that this experiment should be limited to the shortest possible duration, and I trust it may prove that it is at most intended as a comparison between creosoted pine and indigenous wood sleepers.

ABSTRACT.

MADRAS RAILWAY.

Indent for Stores required for use by the Engineering Department.

	RS.	A.	P.
No. 101.—18,664 creosoted pine sleepers to be used in substitution of indigenous wood as an experiment in ten miles of the 4th Division, South-West Line	71,262	8	9

SUBMITTED for the approval and sanction to the Government on the 1873.

(Signed) J. W. MELLIS,
for *Acting Agent and Manager.*

Consulting Engineer to Government.

Secretary to Government.

MADRAS RAILWAY.

No. 101.

Indent for Stores required for use by the Engineering Department to be delivered at Beypore.

Description of Stores.—Creosoted Pine sleepers 10′ × 10″ × 5″.18,664. *Approximate estimate of the cost.*—£6,532-8-0, or Rupees 71,262-8-9. *Explanation as to the necessity of the Stores.*—To replace sleepers of indigenous wood in ten miles of the road on 4th Division, South-West Line, viz., seven miles of Coimbatore Ghaut and three miles between Beypore and Kuddlehoondy Bridge. *Period for which the supply is required.*—To be used as an experiment to test the durability of creosoted pine sleepers if laid on the Western Coast. *Total*

of the stock in hand.—None. *The average yearly consumption.*—Nil. *Remarks.*—One per cent. has been added to provide for loss or injury in transit. The price of the sleepers has been put down at 7 shillings each as given in the Secretary's letter to Acting Agent and Manager, dated 8th August 1873.

MADRAS,
25th September 1873.

(Signed) T. H. GOING,
Acting Chief Engineer.

(Signed) J. W. MELLIS,
for *Acting Agent and Manager.*

No. 84. ORDER THEREON, 6th November 1873, No. 2,714.

RAILWAY, No. 9.

IT is observed that instead of renewing ten miles of line on the Western Coast of the Madras Railway with creosoted pine sleepers as originally proposed, the Railway Authorities have agreed to lay these sleepers on three miles near the Western Coast and on the seven miles of ghaut between Madikurry and Palghaut, but as it is calculated that the result of the experiment will take about fifteen years to determine so far as the comparative economy of creosoted pine and pot sleepers is concerned, and as in the meantime the cost of maintaining the present road will be considerable, the Consulting Engineer recommends that the trial with pine sleepers should be extended throughout the whole length between Palghaut and Beypore. The subject will be referred for the consideration of the Government of India.

(Here enter No. 2,715, dated 6th November 1873.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 6*th November* 1873.

No. 85.

No. 2,715.

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. 10.

* No. 401 G. R., dated 7th March 1873.
,, 1,281 G. R., ,, 23rd July ,,

SIR,—Adverting to the letters noted in the margin, I am directed by His Excellency the Governor in Council to forward the accompanying papers on the subject of laying creosoted pine sleepers on a portion of the Madras Railway, and to request the orders of the Government of India on the proposed modification of the original proposal which involved the renewal of not less than ten miles of the line situated within the climatic influences of the Western Coast. I am also to invite attention to the questions raised as to the probable duration of the experiment and the arrangements to be made during its continuance for the maintenance of the present road formed with indigenous wood sleepers.

2. This Government, I am further instructed to say, adhere to their opinion expressed in letter No. 344 of 3rd February, in favour of the use of iron pot sleepers along this portion, as well as on the rest, of the line of Madras Railway.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies.

Railway Department,

CONSULTING ENGINEER'S OFFICE.

No. 529

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,

I have the honour to forward herewith, for the consideration of the Government of India, certain correspondence which has passed between this Office and the Agent of the Madras Railway Company upon the subject of the proposed experiment to renew with sleepers of creosoted pine the bank of the line on the west Coast not

from Agent No 699 dy 9 Sept. 1873
To — do No 834 dy 12 Sept. 1873
From do No 990 dy 27 Sept. 1873

not less than ten miles in length.

2. It will be observed that the Directors proposed that the experiment should be confined to the seven miles of ghaut near Coimbatore, which they remark "they have reason "to believe to be more suitable to the "wooden sleeper system." This is the ghaut to which reference is made in the 1st paragraph of the letter from the Government of India dated the 7th March 1873, No 401 G.R.

3. In reply, I pointed out that, inasmuch as the ghaut in question is some 60 miles distant from the West Coast, and upon a heavy gradient, the objects which the Government of India had in view in asking that the trial should be made would not be altogether

fulfilled

fulfilled by the measure proposed by the Board; and I suggested that the experiment should be made in part at least upon a portion of line nearer the coast and with a less exceptional gradient. I trust that this will meet with approval.

With the records of the letters which accompany this the Agent forwarded an indent upon his Board for a supply of creosoted pine sleepers sufficient to renew ten miles of the line. The approximate estimate of the cost framed upon the price of seven shillings per sleeper quoted by the Board comes to Rs 7,263 and in anticipation of formal sanction I have authorised the Agent to forward the indent to his Board

for

remunerative as the rate of royalty
at Rs 6 per ton. I beg to be favoured
with your views upon the question whether
Government can show a
satisfactory reason why the result
of these experiments cannot be furnished
within the space of three years,
as suggested by Mr Young in the
letter forwarding with sleepers of
indigenous wood estimated by
the Railway Authorities at Rs 5,421
per mile; and, taking the figures
given in the accompanying indent,
the cost of renewing with sleepers
of creosoted pine will probably come
to about Rs 8,400 per mile. It
seems to me that, in order to give
a fair trial to the creosoted
sleepers

for compliance.

I beg to draw
attention to the remarks made by
the Chief Engineer with regard
to the period during which the
Government of India contemplate
the continuance of the experiment.
Mr Young points out that, if the
experiment is to be considered as a
comparison in economy between
sleepers of creosoted pine and of iron,
it will probably continue for 15 years,
and that if, during that time,
the remainder of the road between
Bezwada and Palghaut is to be
maintained with sleepers of
indigenous wood, the experiment
will be costly, inasmuch as it will
involve additional expenditure for
maintenance

sleepers, and at the same time to avoid the extra cost entailed by maintaining the rest of the line with sleepers of varying dimensions would, I am sure, be considered to be to remove the whole of the piles from Pulgaut and to retain the sleepers of the additional set proposed at that place as great as any that could be shown to be compared with the original scheme, there can be little doubt whatever that the extra cost in maintenance alluded to by Mr. Gordon would be very considerably reduced

I have the honour to be
Sir
Your most obedient servant
Lieutenant Lt. Col. R.E.
Consg Engineer for Railways

Madras
4 Oct. 1843

ABSTRACT. 19

MADRAS RAILWAY.

Indent for Stores required for use by the Engineering Department.

No.				
101	18664 Creosoted Pine Sleepers to be used in substitution of indigenous wood as an experiment in 10 miles of the 4'-0" Gauge	Rs. 71.262	a	p 8 — 9

Submitted for the approval and sanction to the Government on the 1873.

J. N. Mel
Actg. Ag. Agent and M

Chief Engr. & Govt.

Secretary to Gov.

P. W. 1873 Register.
Dy. No. 5432
RAILWAY DEPARTMENT.

P. W. 57 22/73
6

1873.
From No. 5432
The Consulting Engineer
for Railways,

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

Dated
Recd. 4th October 1873.

No. 529

Submitting certain correspondence found herein

Rec'd 8.

Public Works Dept

MADR

Indent for Stores required for use by the E

DESCRIPTION OF STORES.	Approximate Estimate of the cost.			Explanation as necessity of the
	Rs.	A.	P.	
creosoted Pine Sleepers. 5ft. (18.664) Eighteen and, Six hundred Sixty four	£532.8. or Rs 7,162 8. 9/ Seventy one thousand two hundred & Sixty two, Annas Eight, & Pie nine.			To replace Sleepers of indigenous wood on 10 miles of the Road on the Coimbatore Division Salem to Erode 7 miles of Coimbatore

MADRAS RAILWAY,
CHIEF ENGINEER'S OFFICE,
Madras, 25th Sept. 1873.

AILWAY.

Deparment, to be delivered at Beypore

l for which the ly is required.	Total of the Stock in hand.	The average yearly consumption.	REMARKS.
Creosoted Pine Sleepers if laid on the Western Coast.	None.	Nil	One per cent has been added to provide for loss or injury in transit. The price of the Sleepers has been put down at 7 shillings each as given in the Secretary's letter to Acting Agent & Manager dated 8th August 1873

anager.

Ag. Chief Engineer.

No. 770.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 27th September 1873.

From

The Ag Agent and Manager of the M. R. Co.

To

Lt Col. J. Hall & Shaw Stewart, Esq.

Consulting Engineer for Railways.

Sir,

Adverting to my letter of the 9th instant No 699 with which I forwarded for submission to Government a copy of the 6th and 9th paragraphs of a letter from the Directors on the subject of the proposed experiment with Creosoted Pine Sleepers on the Western Coast, I have the honour to inform you that a copy of your letter No. 515 - 1st August 1873. to the Board by the last Mail with a request that they would be so good as to express their further views upon the subject

2. In order however that no unnecessary delay might take place in the matter, I requested the Acting Chief Engineer to prepare an Indent for a sufficient quantity of creosoted Pine Sleepers to renew ten miles of line. This I beg to enclose, and I shall be obliged by your returning one copy No. 101 in triplicate to me duly sanctioned for transmission

to England at your early convenience.

3. In forwarding the Indent to me Mr Going in his letter of the 24th instant No 642 asks for instructions as to whether the proposed experiment is intended for the purpose of making a comparison between Creosoted Pine sleepers and Indigenous wood sleepers, or between Creosoted Pine and Iron Pots. I request that you will be good enough to lay before the Government the enclosed copy of Mr. Going's letter and communicate to me the orders passed thereon.

4. I also request that you will be good enough to communicate to me in due course the orders passed by the Government upon the above mentioned extract from the Board's letter.

I have the honour to be,
Sir,
Your most Obedient Servt.

J. W. Mellis.

for the Mg. Agent & Manager.

No 642

Madras Railway Company
Chief Engineers Office
Madras 24th September 1873

The Agt. Agent and Manager

Dear Sir,

In accordance with Govt Orig Engineers
letter No 934 of 12 instant and his letter of 1301
of 26 March, conveying the orders of the
Governor in Council on the Annual budget
Estimate for Public Works for 1873-74, I
have the honor to submit for the
Board of Directors for Government no. 10 Candles
to be used as an experiment on the
Madras Railway.

2. The Chief Engineer says "I consider
that the Chief Engineer's remarks adjoining
Bridge No 4 Chingleput Branch 3 miles adjoining
Bayport, no present Road no the Road leads
Woods at present Plans with the Remarks
2. In conclusion I think it desirable that
this Government should be informed from time to time
of the results obtained by the experiment
carried out to the report of Public Works Department
with a view to the Government whether the
called for by to be continued as a com-
le undertaken to be considered as a com-
experiment in current between Creosted Pine
Karaikudi Railway and Pine Sleepers
and Indigenous wood sleepers or between
Creosted Pine and Pine Sleepers
3. The former, than the experiment
of the former itself in about 5 years
determine

26130

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated 27 } September 1873
Recd. 29.

No. 770

P. W. 5432/73. 5

Regarding the proposed
experiment with
Creosted Pine Sleepers
on the Western Coast

that being about the average life of the indigenious wood sleepers.

4. If the latter, then the experiment must go on for 15 years, that being the average life (as stated by the Government of India) of creosoted Pine sleepers.

5. Under such a supposition, before the advantages of creosoted Pine above Iron could be established the present excessive cost of maintaining the 4' Division wooden road would be continued over 15 years.

6. This extra cost of maintenance per mile per annum is estimated at Rupees 1092 (Mr. Anderson's letter 4th May 1872) which in 15 years on 75 miles would amount to Rupees 12,28,500 or at the rate of nearly a Lac of Rupees for every year during which the experiment continues.

It will thus appear how important it is to the Company that this experiment should be limited to the shortest possible duration, and I trust it may prove that it is at most intended as a comparison between creosoted Pine and Indigenous Wood Sleepers.

Yours faithfully
(signed) G. H. Going
Ag. Chief Engineer

(True Copy)
J. W. Mellis
for the Ag. Agent & Manager

Ex X

Railway Dept

No. 834

The Agent & Manager
Madras Railway Company

In reply to your letter dated the 9th instant No. 699, and adverting to the conversation which took place between us yesterday, I have the honour to state that the measure proposed by the Board on laying sleepers of creosoted pine upon the seven miles of the Conjeveram Chord, will not altogether fulfil the objects which the Government of India had in view in asking that the trial should be

be made. The ghaut direction is some 60 miles distant from the west coast, and is upon a heavy gradient. The experiment should be made, at least in part, upon a portion of the line nearer the coast, and with a less exceptional gradient.

I have the honour to suggest that besides the seven miles of ghaut excepted, pine sleepers should be laid upon three miles near the western terminus, say between Beypore and Kaddulundy bridge. This would allow a satisfactory trial to be made

I have &c.
Madras 12th Sep 1843
(Sd) Jas Caldwell Stewart Lt Col R.E
Cons Engineer for Railways

True

True Copy
Mountstuart Lt Col R.E.
Cons Engineer for Railways

No. 699.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 9th September 1873.

From

W. D. Wright Esqre,
acting Agent and Manager. of the M. & C. Co.

To

Lieut.-Col. J. Hall & Lew. Stewart Esqs.
Consulting Engineer for Railways.

Sir,

With reference to your letter No 762 of the 21st ultimo and to previous correspondence upon the subject of the Comparative merits of Iron and creosoted Pine sleepers. I have the honour to forward herewith a copy of the eighth and ninth paragraphs of a letter from my Directors which contain their reply to the reference made to them as to the desire expressed by the Government of India that an experiment should be made of creosoted Pine sleepers upon 10 Miles of the Line on the West Coast.

575, 16/9 gust/73

2. You will observe that the Board regret that the Government of India consider it desirable that

P.W. 5252/73 3

any further experiment of this nature should be made upon their Line and that they entirely concur in the views which have been expressed by their Chief Engineer upon this subject-

3. The Directors trust that the Government of India will be satisfied if the experiment they wish tried be limited to the seven miles of the Coimbatore Ghaut upon which it has never been proposed to lay iron sleepers, and I shall be much obliged if you will let me know as early as possible whether the Government is prepared to accede to the wishes of my Board in this respect-

I have the honour to be
Sir
Your most Obedient Servant

Ag agent & Manager

Extract from a letter from the Secretary Madras dated Madras the 14th August 1873 A/c of 575.

Despatched overland mail via Brindisi

Para 8. Adverting to Paras 10 of 573, Rein directed to state that the Board have read under their Consideration the Correspondence received to his Paras 14 to 19 of 1046, and they regret that no further delay the strong representations that have been urged by their officers against the unacceptableness of the measure, the Government of India Consider it desirable that an experiment should be made with creosoted pine sleepers on the East Coast. On the means that have been exhausted by the Chief Engineer, the Queen's enclosed Consent, and learning as they do from his letter of the April last, that the 29807 sleepers sent from this Country in 1860 & 1864, of which it is proposed to experiment with which is proved to be in a sound & further, had the remained after 5 or 6 years trial, although last in a portion of the line where the climate and other Conditions are in his opinion undoubtedly favourable they are on the East Coast more favourable than Government of India they must that the experiment will be satisfied if the sleepers which the Board have ordered from Messrs of the Cuddalore Plant to be laid in the limited length of the Rein miles they must which the Board have reason to believe to more suitable to the Madras climate system.

Hd

26063

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 9th September 1873

Recd. 10th

No. 699

Forwarding copy & eighth & ninth paragraphs of letter No 515 from the Board, having reference to the proposed experiments with creosoted pine Sleepers.

Rec'd Letter to Agent & Mr R No 834 of 12 Sept 1873

P.W. 5432/73
2

9. As a matter of economy, it appears by these letter No 2944 that there would not be much difference in ordinary times; if the sleepers were equally durable, but: while the strongest advocates for the wooden sleepers appear to limit their expectations to a life of from 15 to 20 years, the Board Consider it not unreasonable to expect that these iron sleepers, properly used, may last for 50 to 60 years, so that the temporary raise in the price of iron is an immaterial Consideration; and from the very high testimony which has reached them Concerning the excellent quality of these road, as compared with others in all parts of the world, the Board are extremely reluctant to adopt any measure which would tend to bring about any material alteration of it.

/True Extract/

[signature]

Ag agent & Manager

P.W. Dept.

No. 2714

Proceedings of the Madras Government

Under date the October 1873.

Read the following.

From the Consg Engineer for Railways

Received 4th October 1873

It is observed that instead of reviewing ten miles of line on the West-ern Coast of the Madras Railway with Creosoted pine sleepers as originally proposed the Railway Authorities have agreed to lay these sleepers on three miles near the Western Coast and on the

the 7 miles of Chaut between
Madikurry and Palghaut,
but as it is calculated that the
result of the experiment
will take about 15 years
to determine so far as
the comparative economy
of creosoted pine and pot
sleepers is concerned, and
as in the meantime the
cost of maintaining the
present road will be
considerable, the Consulting
Engineer recommends
that the trial with pine
sleepers should be extended
throughout the whole length
between Palghaut and
Beyspore. The subject
will be referred for the
consideration

Inclosed in our
Letter of 3 & 13 73
in favor of "P.W."
Members. I do not
quite understand
how a comparative
trial can be
made, if the whole
line from Palghat
to Beyspore is to
be laid with the
Pine sleepers
L.O.L.

To
The Consg Engr for
Railways.
Madras 13/11/73

To
The Secretary to the
Government of India.
Sir.

Adverting to the
letters noted in the
margin I am directed
by His Excellency the
Governor in Council
to forward the accompa-
nying papers on the
subject of laying
Creosoted pine sleepers
on a portion of the

× 401 G.P. 17 March 1873
1281 " " 23 July "

consideration of the
Government of India.

No 2715

Madras Railway, and to request the orders of the Government of India on the proposed modification of the original proposal which involved the renewal of not less than ten miles of the line situated within the climatic influences of the West-ern Coast. I am also to invite attention to the questions raised as to the probable duration of the ex-periments and the arrangements to be made during its con-tinuance for the main-tenance

-tenance of the present road formed with indigenous wood sleepers.

Govt.

This Govt. I am further instructed to say adhere to their opinion expressed in letter No. 344 of 3rd Feby. in favor of the use of Iron Pot sleepers along this portion, as well as on the rest of the line of Madras Railway.

Govt.

Draft with pre-vious No 13/11/73

C/o. 5432

Govt. of {1873} Madras.

PUBLIC WORKS.

To The Consulting Engineer for Railways

Dated

Recd. Encl. 6

G. O. 6 Nov. No. 2714-2715.

Nos. 83-84, & 85

Sleepers. Papers relative

to a letter from the Engineer

submitting correspondence

on the subject of laying

Creosoted pine sleepers

on a portion of the Madras

Railway -

Forwarded for orders

Correspondence on the subject

of laying ~~down~~ Creosoted

pine sleepers on a portion of the

Road Railway.

Noted to letter of 11 Oct 1873