

(1) Number of pages \_\_\_\_\_

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(3) Initials of the Referencer \_\_\_\_\_

# MADRAS RECORD OFFICE

## Government of Madras

*Public Works* DEPARTMENT

G.O. No. 2183-84 Press  
B.P. No. \_\_\_\_\_ Mis. \_\_\_\_\_

Dated

8-8-1874  
195

Not to be folded or roughly handled

No. 168. 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, 16th July 1874, No. 413 :—

With reference to the Proceedings of Government, No. 2,357, dated 23rd September 1873, I have the honor to submit letter, No. 597, dated 9th instant, with enclosures, from the Agent of the Madras Railway Company, replying to the inquiries of the Government of India as to how many wagons are wanted only for light and bulky goods, what alteration is to be made in the minimum limit of load, and how many wagons will be thrown out of running by fitting an additional plate to each spring of the wagon stock with a view to increase their capacity.

2. With reference to paragraph 3 of the Agent's letter, I request instructions regarding the incidence of the charge.

From R. B. ELWIN, Esq., 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 July 1874, No. 597.

With reference to your letter No. 905, dated the 29th of September 1873, I have the honor

\* Rupees 10,458-5-4.

to enclose an estimate in duplicate showing the cost\* of strengthening the springs of 500 goods

wagons with a view to increasing their carrying capacities. The provision of funds in the Budget is not noted on the estimate as usual, inasmuch as the Locomotive Superintendent is of opinion that the outlay is properly chargeable to Capital, whereas the Government of India has directed that the improvements are to be effected out of Revenue.

2. The Acting Locomotive Superintendent writes as follows upon the subject of the allocation of the expenditure :—

“ With regard to the allocation of the charges in the case of the 500 wagons sanctioned by the Government, and with reference to the Consulting Engineer's request that the ‘change may be gradually effected at the cost of ‘Revenue’ as a minor improvement,’ I would beg to be permitted to state that as the modification proposed will, when carried out, considerably increase the carrying capacity of the wagons, and thus more fully provide for the requirements of the traffic, the cost of the improvement appears to me to be fairly chargeable to Capital.

“ The Consulting Engineer in his letter No. 905, of the 29th September 1873, requests that he may be informed as to ‘how many wagons will be thrown out of running by this modification should there be no increase in the traffic,’ and the Traffic Manager, in reply to this question, states in his letter, No. C/813-732, dated 3rd December 1873, that it is difficult to afford this information, explaining that, although it might happen that in one direction the modification proposed would reduce the number of wagons in use, the character of the traffic in the other direction might necessitate the running of the whole of the present stock. The Traffic Manager, however, in conclusion states, that there can be no doubt that the proposed modification must tend to reduce wagon mileage, and I would beg to point out that a reduction of wagon mileage must necessarily be followed by a reduction in the expenditure both in running and repairs of wagons.

“ In the Proceedings of the Government of India, Public Works Department, dated the 6th February 1871, No. 49 A. R., it is ruled that ‘in future no new work or addition, or improvement to an existing work, or increase to rolling stock, or the like, will as a rule be sanctioned as a charge against Capital on an open line, unless it be demonstrated that such new or additional work is required for some purpose which will lead to a direct increase of revenue, or which is contingent to some addition having that character,’ and I think that the improvement which

*Proceedings of the Madras Government, Public Works Department,  
8th August 1874.*

will be made in the wagon stock by strengthening the springs, as proposed, may be considered as coming under the provision made in the last clause of this ruling. I would also beg to observe that the cost of alteration of the axle-boxes of the wagon stock on this line was sanctioned by Government as a charge against Capital, the expenditure being of a character identical with that proposed in the case of the alteration of the wagon springs."

3. I trust that, under the circumstances pointed out above, His Excellency the Governor General in Council will be pleased to reconsider his decision in this matter, and that the estimate forwarded with my letter, No. 505 of the 15th of July 1873, may be sanctioned as a charge to Capital.

4. With reference to the 1st paragraph of your letter, No. 905, I beg to enclose for your information a copy of the Traffic Manager's letter, No. C/813-732, dated the 3rd of December 1873, which is mentioned in the above extract from the Acting Locomotive Superintendent's letter.

**MADRAS RAILWAY.**  
**LOCOMOTIVE DEPARTMENT**  
*Estimate for the construction of Rolling Stock.*

| Details of Rolling Stock.                                                                                         | To be expended departmentally. | To be drawn from stores. | Total.     | Remarks.                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Goods Stock.</i>                                                                                               | RS. A. P.                      | RS. A. P.                | RS. A. P.  |                                                                                                                                                               |
| Five hundred wagons to be rendered capable of carrying 9 tons by an additional plate being fitted to each spring. | 2,302 1 4                      | 8,156 4 0                | 10,458 5 4 | The date of completion cannot be fixed, as the alteration is to be gradually effected, vide letter from Consulting Engineer, No. 905, of 29th September 1873. |

11th December 1873.

(Signed) G. F. MATHIEW,  
for Locomotive Superintendent.  
(Signed) J. W. MELLIS,  
for Agent and Manager.

From H. E. CHURCH, Esq., Traffic Manager, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 3rd December 1873, No. C/111.

**ROLLING STOCK.**

Your No. 3,172, of 14th October, enclosing extract from a letter from the Consulting Engineer, No. 905, dated 29th September.

It is scarcely possible to say, with any degree of accuracy, "how many wagons are wanted only for light and bulky goods," nor does it seem desirable, on economical grounds, for the reasons stated in my letter No. 68-274, dated 14th July 1871, to have a mixed wagon stock for general purposes. For full wagon loads the present description of wagon (high sided open goods) is the most useful and suitable, but for small consignments, aggregating less than a wagon load for any particular station, which are now conveyed in what is termed a "road" wagon, and distributed by the guard of the train, covered goods wagons are found the most useful, as the opening and closing of the doors can be performed with greater rapidity than the unfastening and fastening of the tarpaulin in the case of an open wagon. This road wagon forms a part of the train and runs from one end of the journey to the other, distributing and collecting small consignments throughout the journey; covered wagons are also required for conveying military baggage.

*Proceedings of the Madras Government, Public Works Department,  
8th August 1874.*

2. It is equally difficult to say how many wagons will be thrown "out of running" by an alteration of the carrying capacity of the present wagon stock, should there be no increase in the traffic, for although it might so happen that in one direction the modification proposed would reduce the number of wagons in use, the character of the traffic in the other direction might necessitate the running of the whole of the present stock.

3. There can be no doubt, however, that the modification proposed must tend to reduce wagon mileage, and the improvement therefore seems fairly chargeable to Capital.

No. 169. ORDER THEREON, 8th August 1874, No. 2,183.

RAILWAY, No. 24.

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

(Here enter No. 2,184, dated 8th August 1874.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Austin.

Spare Copies

## 31

RE. RAILWAY

dated August 8th.

$$U_1, U_2, U_3,$$

92-1

U. S. O. S. M. A. T. E. R. A. L. A. N. D. I. N. G.

1111

Reg. 108-109

*Hugons* - Passing Orders on 10/1/02 containing information with reference to the inquiries of the Government of India as to how many agents are wanted and for what and being asked the attention to be made in the maximum limit of less and less money was used to the extent of spending by Government officials and to each office of the Government with view to Government.

No. 170.

No. 2,184.

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. 25.

SIR,—With reference to Colonel Drummond's letter of the 3rd September 1873, No. 1,552 G. R., I am directed

to forward herewith a letter from the Consulting Engineer for Railways with its accompaniments, which latter furnish such information as the Railway Authorities are in a position to afford on the points adverted to by the Government of India.

2. The estimate for strengthening the springs of 500 vehicles only sanctioned by the Government of India in their letter above quoted, amounts to Rupees 10,458-5-4; but for the reasons set forth in the papers now submitted, I am to request that the estimate accompanying my letter of the 11th August 1873, No. 1,994, for carrying out the proposed improvements to 2,609 wagons may be sanctioned, and orders passed as to the incidence of the cost, the Railway Authorities being of opinion that it should properly be debited to Capital and not to Revenue.

I have the honor to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. S. T. Austin.

**Spare Copies**

2783  
Railway Department.

CONSULTING ENGINEER'S OFFICE.

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,

With reference to the  
Proceedings of Government No. 23570  
dated 23<sup>rd</sup> September 1873, I have the  
honour to submit letter No 694 dated  
9<sup>th</sup> instant with enclosures, from the  
Agent of the Madras Railway  
Company replying to the enquiries  
of the Government of India as to  
how many wagons are wanted only  
for light and bulky goods—what  
alteration is to be made in the

minimum

minimum limit of load—, and  
how many wagons will be thrown  
out of running by fitting an addition-  
al plate to each spring of the wagon  
stock with a view to increase their  
capacity.

2. With reference to  
paragraphs of the Agents letter,  
I request instructions regarding the  
incidence of the charge.

I have the honour to be  
Sir  
Yours most obedt Servt  
M. A. S. Mientwout  
16 July 1874  
Enginier for  
Railway

1000  
1000

No. 597.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 9<sup>th</sup> July, 1874.

From

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

To

Col. J. H. Shaw Stewart, R.E.

Consulting Engineer for Railways.

Sir,

With reference to your letter of 9<sup>th</sup> Sept. 1873, I have the honour to enclose an Estimate, in duplicate, showing the cost of strengthening the springs of 500 goods waggon with a view to increasing their carrying capacities. The provision of funds in the Budget is not noted on the Estimate as usual, inasmuch as the Procurement Superintendent is of opinion that the outlay is proper, chargeable to capital, whereas the Government of India has decided that the improvements are to be effected out of Revenues.

The Acting Procurement Superintendent writes as follows upon the subject of the allocation of these expenditure, -

"With regard to the allocation of the changes in the case of this 500 goods wagon, provided by the Government, and with reference to the Consulting Engineer's request that

Rs. 10,458. 5. 4

W. 1874 Sept. 11  
RAILWAY DEPARTMENT.

From

The Consulting Engineer for Railways.

To

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

Dated 16<sup>th</sup> July 1874.  
Recd. 19<sup>th</sup> July 1874.

No.

G. O. No. 2103. 27<sup>th</sup> July 1874.

Re: strengthening of the

From the report of the 1873.  
Regarding the strengthening  
of the Road of the 1873.  
It has many waggon in  
wanted for 1874 and  
ready for 1874.

See 1874  
ready for 1874

156 34  
"the change may be gradually effected  
"at the cost of 'Revenue' as a minor improve-  
"ment; I would be glad to be permitted to  
"state that as the modification proposed  
"will, when carried out, considerably increase  
"the carrying capacity of the waggons, and  
"thus more fully provide for the requirements  
"of the Traffic, the cost of the improvement  
"appears to me to be fairly chargeable to  
"Capital.

"The Consulting Engineer in his letter  
"of 9th of the 29th September 1873 requests that he  
"may be informed as to how many waggons  
"will be thrown out of running by this  
"modification should there be no increase  
"in the traffic, and the Traffic Manager,  
"in reply to this question, states, in his letter  
"of 8/13/73 dated 3rd December 1873, that it is  
"difficult to afford this information, explaining  
"that, although it might happen that  
"in one direction the modification proposed  
"would reduce the number of waggons in use,  
"the character of the traffic in the other direction  
"might necessitate the running of the whole  
"of the present stock. The Traffic Manager,  
"however, in conclusion states that there  
"can be no doubt that the proposed mo-  
"dification must tend to reduce wagon  
"mileage, and I would be glad to point out  
"that a reduction of wagon mileage must

merely, be followed by a reduction in the expenditure both in running and repairs of waggons.

In the proceedings of the Government of India, Public Works Department, dated the 6<sup>th</sup> February 1871 at 49 A.R. it is ruled that in future no new work, or addition, or improvement to an existing work, or increase to rolling stock, or the like, will as a rule be sanctioned as a charge against Capital on an open line, unless it be demonstrated that such new or additional work is required for some purpose which will lead to a direct increase of Revenue, or which is contingent to some addition having that character, and I think that the improvement which will be made in the wagon stock by strengthening the springs as proposed, may be considered as coming under the provision made in the last clause of this ruling. I would also beg to observe that the cost of alteration of the axle-boxes of the wagon stock on this line was sanctioned by Government as a charge against Capital, the expenditure being of a character identical with that proposed in the case of the alteration of the wagon springs.

I trust that under the circumstances pointed out above His Excellency

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Encl

157

No

1873 11 5  
The Governor General in Council will be  
pleased to reconsider his decision in this  
matter, and that the Estimate forwarded  
with my letter C. P. 505 of the 15<sup>th</sup> of July 1873  
may be sanctioned as a charge to Capital.  
4. With reference to the first para-  
graph of your letter C. P. 905 I beg to enclose  
for your information a copy of the Traffic  
Manager's letter C. P. 813<sup>732</sup> dated the 3<sup>rd</sup> of  
December 1873, which is mentioned in the  
above extract from the Acting Procurement  
Superintendent's letter.

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

J. H. Mellis  
for the Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

No.

213  
 Madras Railway  
 Traffic Manager's Office  
 Madras 3. December 1873

C/ 813  
 732.

The Acting Agent and Manager  
 M. R. Co.

Dear Sir,  
Rolling Stock

Your 3172 of 14 October enclosing Extract from  
 a letter from the Consulting Engineer at 905 dated  
 29<sup>th</sup> September.

It is scarcely possible today, with any  
 degree of accuracy, how many wagons are  
 wanted only for light and bulky goods, nor  
 does it seem desirable on economical grounds,  
 for the reasons stated in my letter at 68 dated  
 14<sup>th</sup> July, 1871, to have a mixed wagon stock  
 for general purposes. For full wagon loads  
 the present description of wagon (high sided open  
 goods) is the most useful, and suitable, but for  
 small consignments, aggregating less than  
 a wagon load for any particular station,  
 which are now conveyed in what is termed  
 as Road Wagon, and distributed by the  
 Guard of the Train, covered goods wagons  
 are found the most useful, as the opening  
 and closing of the doors can be performed  
 with greater rapidity than the unfastening  
 and fastening of the tarpaulin in the case  
 of an Open Wagon. This Road Wagon forms  
 a part of the Train and runs from one end  
 of the journey to the other, distributing and  
 collecting small consignments throughout

Presented at  
 15/11/73

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

129. 27.8.1874  
 12. 18.11.1874

Dated 9.3.1874  
 1874

10. 5.9.74

of forwarding a second  
 estimate of the cost  
 of strengthening the  
 springs of 500 goods  
 wagons with a view to  
 increasing their carrying  
 capacity.  
 11. 4.3.74  
 4/74.

the journey, Covered wagons are also required  
for conveying military baggage.

It is equally difficult to say how  
many wagons will be thrown out of running  
by an alteration of the carrying capacity  
of the present wagon stock, should there be  
no increase in the traffic for although  
it might so happen that in one direction  
the modification proposed would reduce  
the number of wagons in use, the character of  
the traffic in the other direction might  
necessitate the running of the whole of the  
present stock.

There can be no doubt, however,  
that the modification proposed must tend  
to reduce wagon mileage, and the improve-  
ment thereof is a fairly considerable  
to capital.

Yours faithfully,  
W. E. Church  
Traffic Manager

/ True Copy /

J. H. Mills  
for the Agent & Managers.

L. 18. 18/10/68  
 Rs. 78 and 5/11  
 3  
 Mr. 4397/11

Madras Railway  
 Locomotive Department  
 Estimate for the Construction of Rolling Stock

| Details of Rolling Stock                                                                                                                  | Amount expended<br>Departmentally | Amount drawn<br>from stores | Total      | Remarks                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Goods Stock</u><br>500 Waggon to be rendered<br>capable of carrying<br>9 tons by an additional<br>plate being fitted to<br>each spring | 2,302 14                          | 8,156 4                     | 10,458 8 4 | The date of Completion<br>cannot be fixed, as the<br>alteration is to be spread<br>-ally effected - vide letter<br>from Consulting Engineer<br>dated 29-9-73. |

J. W. Mellis.  
 Independent Valuer & Surveyor.

Prof G. H. Matheson  
 for Locomotive Superintendant  
 December 1<sup>st</sup> 1913.

32/10/18 8 3/4  
 1/1/18 8 3/4  
 1/1/18 8 3/4

Madras Railway  
Locomotive Department  
Estimate for the Construction of Rolling Stock

| Articles of Rolling Stock                                                                                         | To be expended by the<br>Department -<br>mentally | Drawn<br>from Stores | Total      | Remarks                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|----------------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 500 Waggon to be reentered<br>Capable of carrying 9 tons<br>by an additional plate being<br>fitted to each spring | 2,302 1/4                                         | 8,156 4/4            | 10,458 5/4 | The date of Completion<br>cannot be fixed,<br>as the alteration is to<br>be gradually effected<br>vide letter from Consult.<br>Engineer at 905 of 29-9-11 |

J. H. Bellis

per G. G. allan then  
 for Locomotive Department  
 December 11<sup>th</sup> 1893

per Agent & allan then

2183. 22/7  
Public Not to separate  
Proceedings of the Madras Govt.

Read the following:  
From the Eng Engineers  
for Railways } (H. E. No. 4138) 16<sup>th</sup> July  
1874.

Ordered that these  
papers be forwarded  
to the Govt. of India.

To the Eng Engineers H. E. No. 2184  
for Pys. dated  
1. C. pms de 12/13/8/74.

To the Secy. to the Govt.  
of India & Co.  
Sir, With reference  
to Colonel Dammord's  
letter of the 3<sup>rd</sup> September  
1873, No. 15524. P. I am  
directed to forward  
herewith

MD  
237

Mr. J. G. G. G. G.  
2/1/74.  
J. G. G. G. G.

herewith a letter from  
The Consulting Engineer  
for Railways with  
its accompaniments  
which latter furnish  
such information  
as the Railway au-  
thorities are in a  
position to afford  
on the points adverted  
to by the Government  
of India.

The estimate for  
strengthening the springs  
of 300 vehicles only  
sanctioned by the  
Govt of India in  
their letter above quoted  
amounts to Rs 10,458-5-4;  
but

313 19  
but for the reasons  
set forth in the  
papers now sub-  
mitted I am to re-  
quest that the  
estimate accompa-  
nying my letter of  
the 11<sup>th</sup> August 1873,  
No 1994, for carrying  
out the proposed  
improvements to  
2609 wagons may be  
sanctioned, and orders  
passed as to the in-  
cidence of the cost,  
the Railway authorities  
being of opinion  
that

that it should properly  
be debited to Capital  
and not to Reserve.

not to be debited to

the same account

and not to be debited to

the same account

and not to be debited to

the same account

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and not to be debited to

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and not to be debited to

the same account

and not to be debited to

the same account

and not to be debited to

the same account

1391  
Govt. of 1874  
PUBLIC WORKS.

The Com. Engr. for Mys  
Secy. of Govt. of India

Date

Recd.

Encl.

4

C. O. 8 Aug 74

1874, No.

2183

2184

Nos. 168-170.

Wagons

Passing orders on papers  
containing information  
with reference to the engines  
of the Govt. of India as to  
how many wagons  
are wanted only for light  
bulky goods the alternative  
to be made in the minimum  
limit of load & how many  
wagons will be thrown out  
of running by fitting an  
addl plate to each engine  
the wagon with a view  
to the same

6d. Copies of Previous  
proceedings desd 27/3/8/74.

168-170.

Recd 23/1/84