

(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. | 3171     | Press |
| B.P. No. |          | Mis.  |
| Dated    | 6-11-195 | 1875  |

Not to be folded or roughly handled

3

*Proceedings of the Madras Government, Public Works Department,  
6th November 1875.*

No 163     Read the following letter from Colonel H. DRUMMOND, R E, Deputy Secretary to the Government of India, Public Works Department (Railway), to Major-General G W. WALKER, R E, Secretary to the Government of Madras, Public Works Department (Railway), dated Simla, 25th October 1875, No 2,668 R —

I AM directed to acknowledge the receipt of your letter, No. 2,583, dated the 9th September 1875 (received on the 2nd October,) submitting papers and a memorandum by the Chairman of the Board of the Madras Railway Company, in which he claims to have proved the superiority of iron over wooden sleepers in a financial point of view, and saying that the Board request the orders of the Government of India, prior to submission and sanction of an indent, for pine sleepers for 71 miles of road between Palghat and Bepore, the preparation of which is now deferred.

2     In reply, I am to say the Government of India do not agree in the opinion expressed by the Chairman, Madras Railway Company, that the sleepers would *all* remain serviceable during the twelve or twenty-four years respectively, indicating the term of life of the best sleepers. This opinion expressed by the Chairman appears to have been based on the Chief Engineer's statement that a *large proportion* of sleepers *if good and of an uniform quality as they should be* would last the entire ten years and would then have to be renewed all at once at the end of that term. These conditions are not generally fulfilled in practice. With both iron and wooden sleepers there is a considerable mortality in the early and last years of the term, and a smaller mortality in the intermediate period, whether the causes of that mortality be faulty material or faulty preparation, carelessness, accident, or other causes.

3     For these reasons the Government of India consider that the calculations of value of renewals by the method contained in Public Works Department, No 779 R, of 20th March 1875, although possibly not critically correct, are nearer the truth than the method of calculation proposed by the Chairman.

4     The proposal of the Chairman to ignore in the comparison the existence of a full equipment of chairs and trenails and thus reduce the cost of wooden sleepers by Rupees 3,253 per mile is not understood. The question must be confined to the individual instance of the Madras Railway, not the merits of wood and iron sub-ways for Railways generally.

5     The Chairman, Madras Railway Company, objects to the calculations of value of timber and iron sub-ways contained in Public Works Department No 779 of 20th March 1875, to which reference has already been made. The data on which these calculations were based were drawn from the statement made by the Chief Engineer, Madras Railway, furnished to the Government of India in Madras Government letter, No. 2,581, dated 10th September 1874. It is worthy of remark that the same figures were used by the Consulting Engineer at Madras. It is considered that both the Chief Engineer, Madras Railway, and Consulting Engineer at Madras should have possessed reliable information on this point.

6     I am directed to draw attention to the price of iron and timber sub-ways quoted by the Chairman, Madras Railway Company, and to say that apparently he must have made some error in his calculations, and probably has not included in his estimate all the items needed to form a comparison. It does not appear probable that iron sleepers at Madras can be obtained at rates very slightly in excess of the cost of wooden sleepers.

*Proceedings of the Madras Government, Public Works Department,  
6th\* November 1875.*

No 164 ORDER THEREON, 6th November 1875, No 3,171.

RAILWAY, No 29

COMMUNICATED for the information  
of the Madras Railway authorities. The  
indent for pine sleepers for the length  
between Beypore and Palghat should now be submitted.

(True Extract )

Major-General, R E ,  
*Secretary to Government.*

To the Consulting Engineer for Railways.

Exd E C Shunker

Spare Copies

10.15.1895. No 395. 395

R. W. 1895. 200

5

C. J. 1895

6 Nov 75

21

163 1/4

For the Secretary of the Board of Directors  
for the Secretary of the Board of Directors  
for the Secretary of the Board of Directors

From the Secretary of the Board of Directors

No. 9107

State 23rd 1875  
No. 5 Nov 75  
No. 2668 B

Patting out  
relative to the public  
if there are wanted  
keepers in the public  
Railway.

With Order

10.15.1895. No 395. 395

10.15.1895. No 395. 395

10.15.1895. No 395. 395

Information regarding  
the Secretary of the Board of Directors  
for the Secretary of the Board of Directors  
for the Secretary of the Board of Directors