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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

303	G.O. No.	432/433 Rly	Press
306	B.P. No.		Mis.
Dated		17-2-	1876

Not to be folded or roughly handled

146

*Proceedings of the Madras Government, Public Works Department,
17th February 1876.*

Read the following papers :—

No. 303. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 11th February 1876, No. 83.

WITH reference to the Proceedings of Government marginally noted, I have the honor to forward, for the sanction of the Government of India, a revised estimate, amounting to Rupees 42,81,548, of the cost of the rolling stock for the metre

gauge lines of the South Indian Railway. Two letters* from the Agent are also submitted in explanation of the high cost of the engines in England, and of their erection in this country.

* No. 914, dated 20th Oct. 1875.
" 1,219, " 28th Jan. 1876.

2. Owing to the later contracts having been let at lower rates, the average cost of the eighty-two engines is now set down at Rupees 22,050, instead of Rupees 26,500 ; but the cost of the carriage and wagon stock has been increased through the levying of an additional customs duty. The estimates framed by the Agent provided for an *ad valorem* duty of 1 per cent. ; while rates of $7\frac{1}{2}$ per cent. under the old, and of 5 per cent. under the new, Tariff Acts have been levied. Under the old Act the Clause comprising railway carriages seemed doubtful ; but under the new Act, in which the descriptive particulars of railway materials have been slightly altered, it appears certain that they should be assessed at the higher rate. This puts the English built stock at a further disadvantage as compared with that constructed in this country, the timber for the latter being admitted free of duty, and the iron work paying only 1 per cent.

3. In regard to the large amount, Rupees 1,000, set down for the erection of each engine, the Locomotive Superintendent explains that this includes all landing charges, such as labor, boats, repairs of tackle, &c., as well as the cost of repainting in many cases. The average cost of the eighty-two engines in England has been £ 1,733. A copy of the specification for one of the contracts is herewith sent, and it is believed that this may be taken as a fair sample of the whole of them. All the engines are of the same class, viz., six wheels coupled and four wheeled tenders, with the exception of four saddle tank engines for shunting.

From D. LOGAN, Esq., Acting Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Trichinopoly, 20th October 1875, No. 914.

In reply to your No. 609 of the 9th September last, the Locomotive Superintendent (letter No. 1,302 of the 19th instant) states—"the original estimate to which the Government Proceedings, No. 2,469, refer was based upon supposed and probable cost. I find that each successive contract as let has been for less money. The average of cost up to date of stores for these engines has been Rupees 21,800. I am not aware of what class the engines of the Rajpootana State Line are, but if they resemble the type as depicted on the type drawing of State Line engines sent me from Mr. Molesworth, I may say that ours are quite different in appearance and power. The tractive power of an engine is governed by the gradient over which it has to haul its load. I am

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17th February 1876.*

now working between Negapatam and Trichinopoly over a gradient of 1 in 240, thirty-five loaded vehicles in a train thus composed at 15 miles an hour.

	No.	Tare each.	Load each.	Gross load.
Passenger carriages	6	4 12	2 10	TONS. 42 12
Goods vehicles	28	3 10	6 0	= 266 0
Brake-van	1	3 12	3 0	= 6 12
Total	35	...	...	315 4

"This is I consider a most excellent performance, and it becomes more creditable when it is done upon an average of 18 lbs. of Australian coal per mile."

P.S.—The last bill received here for engines is dated August, and amounts to £ 1,730 for each engine and tender packed and delivered in London F.O.B. from Messrs. Sharp Stewart and Co.

From W. S. BETTS, Esq., Agent, South Indian Railway, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 28th January 1876, No. 1,219.

Your letter No. 54 of the 18th instant. The communications to which you refer reached this office while I was absent from India, and I was not aware of their receipt when I wrote to you on the 12th idem.

2. I now beg to submit a revised estimate of the cost of the rolling stock ordered for working our metre gauge system. It amounts to Rupees 42,81,548. The cost of the engine stock is reduced below the item shown in the estimate forwarded in April 1875, as contracts subsequently entered into have been closed at a rate more favorable to the Company. On the other hand the cost of the carriage and wagon stock has been increased through the levying of an additional customs duty.

3. The Locomotive Superintendent explains that the Indian expenditure of Rupees 1,000 per engine includes all landing charges; "all tackle, labor and boats come under the head erecting, the tackle frequently requires renewing when rope chafes, spars for outriggers break, &c; painting the engine is also an item. The engines get so badly damaged in some cases as to need complete cleaning down and repainting. I have noticed that those engines that have come out with creosoted sleepers are invariably so badly blistered as to require total repainting."

4. I attach a copy of the only specification I have by me.

Nos. 304 & 305. ORDER THEREON, 17th February 1876, No. 432.

RAILWAY, No. 40.

ORDERED to be forwarded to the Government of India.

(Here enter No. 433, dated 17th February 1876.)

(True Extract.)

Major-General, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 17th February 1876.

No. 306.

No. 433.

FROM

MAJOR-GENERAL 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. 41.

To the Govt. of India, No. 1,467,	26th May 1875.
From " " " 2,015 R.,	14th Aug. "
" " " 2,642 R.,	23rd Oct. "
" " " 178 R.,	18th Jan. 1876.

SIR,—Adverting to the correspondence noted in the margin, I am directed to forward a revised estimate, amounting to Rupees 42,81,548, of the cost of rolling stock for the metre gauge lines of the South Indian Railway, together with a

specification, and particulars of the high charges objected to by the Government of India.

2. With reference to your letter, No. 2,642, dated 23rd October 1875, it will be observed that the sum of Rupees 1,000 for erection of each engine includes the cost of landing, and other charges which probably have not been taken into account on the State Railways.

I have the honor to be,

Sir,

Your most obedient servant,

Major-General, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 11th February 1876.

No. 83.

From

LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

With reference to the

No. 1466 dated 26th
May 1875.

No. 2469 dated
28th August 1875.

No. 3118 dated 3rd
November 1875.

No. 259 dated
26th January 1876.

Proceedings of Government marginally noted, I have the honour to forward for the sanction of the Government of India a revised estimate

amounting to Rs 42, 81, 548, of the cost of the rolling-stock for the metre gauge lines of the Southern Indian Railway. Two letters from the

No. 914 dated
20th October
1875.

No. 1219 dated
28th January
1876.

the Agent are also submitted in explanation of the high cost of the engines in England, and of their erection in this country.

2. Owing to the later contracts having been let at lower rates, the average cost of the 82 engines is now set down at Rs 22,050, instead of Rs 26,500; but the cost of the carriage and wagon stock has been increased through the levying of an additional customs duty. The estimates framed by the Agent provided for an ad valorem duty of 1 per cent; while

while rates of $7\frac{1}{2}$ per cent under the old, and of 6 per cent under the new, Tariff Acts, have been levied.

Under the old Act the clause comprising Railway carriages seemed doubtful; but under the new Act, in which the descriptive particulars of Railway materials have been slightly altered, it appears certain that they should be assessed at the higher rate. This puts the English built stock at a further disadvantage as compared with that constructed in this Country.

country, the timber for the latter
being admitted free of duty, and
the ironwork paying only 1 per

In regard to the
large amount Rs 1000 set down
for the erection of each engine,
the Locomotive Superintendent
explains that this includes all
landing charges, such as labour,
boats, repairs of tackle, &c, as well
as the cost of repainting in
many cases. The average cost
of the 82 engines in England has
been £1,733. A copy of the
specification

specification for one of the
contracts is herewith sent, and
it is believed that this may be
taken as a fair sample of the
whole of them. All the engines
are of the same class, viz, six-wheeled
coupled and four-wheeled tenders,
with the exception of four
saddle-tank engines for shunt-
ing.

I have the honour to be,

Sir,

Your most obedt. servant

V. Muntz

Lt. Col. R.E.

Chief Engineer for Railways

4026-1112/75 No 1467
 - 28- Aug - 2469
 - 30- Nov - 3118
 - 26- Jan 76 - 257 1112/75

No 432. Public Works Department

Proceedings of the Madras Government

Under date the 17 Feb 76

Read the following

From Consulting Engineer. (When Order No 85 dated 11 February 76)

Order to be forwarded to the Government of India.

(When Order No 433 dated 17 Feb 76)

No 433
To The Secretary to the Government of India
P.W. Department

To the Govt of India No 1467 26 May 75
 From " " " " No 2015 R. 12 Aug 75
 " " " " No 2642 R. 23 Oct 75
 " " " " No 178 R. 18 Dec 75

Addressing the Correspondence noted in the margin
 I am directed to forward a revised estimate amounting to.

Am signed for the

No 309
 Railway
 Standard gauge lines of the catfooting lot for the metro
 the French Brothers
 40 No 432-3 17.2.76
 P. W. 1876 Oct
 RAILWAY DEPARTMENT
 No 1122
 From The Consulting Engineer for Railways
 To The Secretary to Government, P. W. Department, Fort Saint George.
 Dated 11th Feb 1876
 Recd 11th Feb 1876
 No 831

to Rs 42,81,548 of the
Cost of rolling stock for
the metre gauge lines of
the South Indian Railway
together with a specification
thereof, and particulars of
the high charges expected
to be the Government
of India.

With reference to your
letter No 2642 dated 23
October 1895, it will be
observed that the sum of
Rupees 1,000 for erection of
each engine includes the
cost of landing and other
charges which probably
have

have not been taken into
account on the State
Railways. — Ann

With revised Estimate
and Specification.

Drop - 2.3.76

x² CA.

19/11/22

Gobt. of 1876 Madras.

PUBLIC WORKS.

To
Messrs. Messrs. for
Govt of India

Dated

Issued

Recd

Encl

G. O. 17 Feb 1876, No 4329233

Nos. 303 (2306)

with observations
Forwarding a revised
Estimate amounting to
Rs 42,81,548 of the cost
of rolling stock for the
Metro gauge lines of the
South Indian Railway

Rolling stock for the Metro
Gauge lines of the S. I. Ry
The revised Estimate amounting
to Rs 42,81,548 of the cost of
— submitted by the Railway
ordered to be forwarded to
the Govt of India