

(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. 1293-94 (24) ^{Press}
~~Mis.~~

Dated 16-4-1877.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th April 1877. No. 1,293.*

No. 366. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 27th March 1877, No. 192:—

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 10th March 1877, No. 2,929.

I AM sorry so much delay has occurred in supplying you with the information called for in your letter No. 829 of the 1st August last. I have only now received the accompanying return from the Locomotive Superintendent, who in submitting it reports, "I beg to hand (as desired) a detailed statement showing the distribution of charges under such of the heads I supposed would enter into my calculations in framing the estimate for rolling stock."

"The estimate was framed upon the prices quoted in the contract specification to bond at the time. I had no data to fix the per-centage, but, as extra expenditure would necessarily be increased over the English cost, I deemed that 22½ per-cent. as sufficient to cover all charges; the division as near as I could judge from the ruling rates is shown on the statement. I tried to obtain, if possible, the exact per-centage; excepting in the item of exchange, I found it impracticable from the distance of time the estimate was prepared, the fluctuation arising in freight, insurance, &c., and the shipments being made by instalments extending over a period of three years."

Detail Statement of Rolling Stock.

Description of Rolling Stock.	English Value.	Erection and Construction Charges.	Freight, 3½ per cent.	Insurance, 1½ per cent.	Ex. change, 9 per cent.	Customs Duty, 7½ per cent.	Landing Charges, 1 per cent.	Total.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
82 Locomotives	14,70,734	*8,200	1,23,000		1,82,366			18,08,100
12 Composite carriages ..	42,177	600	1,476	633	3,795	3,163	422	52,266
18 First-class	53,320	6,960	2,076	890	5,339	4,448	593	73,626
10 Second-class	29,472	450	1,031	442	2,653	2,210	295	36,553
176 Third-class	3,95,984	6,160	13,859	5,940	35,638	29,699	3,960	4,91,240
37 Passenger brake-vans ..	99,116	1,295	3,469	1,486	8,920	7,434	991	1,22,711
20 Horse boxes	38,024	700	1,331	570	3,422	2,852	380	47,279
4 Carriage trucks	3,560	80	125	53	321	267	35	4,441
16 Goods brake-vans	20,193	1,485	707	303	1,817	1,515	202	26,222
580 Covered goods wagons ..	6,34,898	44,885	22,221	9,524	57,141	47,617	6,349	8,22,635
150 Ballast wagons	1,34,491	5,850	4,707	2,017	12,104	10,087	1,345	1,70,601
27 Timber trucks	20,780	940	727	311	1,870	1,559	209	26,395
3 Gun-powder vans	5,757	135	201	86	518	432	58	7,187
40 Salt trucks	42,719	1,400	1,405	641	3,845	3,204	427	53,731
229 High sided open goods wagons	2,01,053	13,150	7,037	3,016	18,095	15,079	2,010	2,59,440
100 Cotton trucks	1,29,386	3,500	4,529	1,941	11,645	9,704	1,294	1,61,999
80 Low sided open goods wagons	67,482	2,000	2,362	1,012	6,074	5,061	675	84,668
3 Post office vans	8,353	105	292	125	752	626	83	10,336
2 Five ton travelling cranes ..	13,061	120	457	196	1,175	980	131	16,120
Total	34,16,560	1,71,815	1,91,102	29,186	3,07,490	1,45,937	19,458	42,81,548

* Rupees 1,000 per engine covers erection, insurance and landing charges.

NEGAPATAM,
8th March 1877.

(Signed) E. G. SHEWARD,
Loco. and Carr. Superintendent.

SUBMITTED for the consideration of Government, with reference to Proceedings, dated 12th July 1876, No. 1,777.

*Proceedings of the Madras Government, Public Works Department,
16th April 1877. No. 1,293.*

2. The first revised estimate for the metre gauge rolling stock amounted to Rupees 44,94,583, which was subsequently reduced to Rupees 42,81,548.

* Not Rupees 22,500 as stated by the Government of India. The average cost of engines fell from Rupees 26,500 to Rupees 22,050,* a figure not greatly in excess of that quoted by the Government of India for the Holkar State Railway. This excess occurred in the earlier contracts which were entered into when extreme prices ruled in the iron market. Particulars are given in the enclosed statement, and the amounts are believed to represent, as nearly as can be ascertained, the actual expenditure incurred.

2. With reference to the suggestion of the Government of India that the provision of some portion of the stock may for the present be deferred, the Consulting Engineer begs to point out that the whole of the engines and nearly all the vehicles have been already erected. The wagon stock is considered to be barely sufficient for working the line now opened and that under construction. It has indeed been found necessary to indent for additional brake-vans and to construct wagons for the Madras Harbour traffic. It is anticipated that considerable quantities of road material will be carried on some portions of the new lines, and with this view an addition to the number of open wagons has been recommended by the Agent. The proposal is, however, deferred for the present.

3. Under the circumstances now stated it is hoped that the Government of India will no longer withhold sanction to the revised estimate, which represents so far as can be judged expenditure which has been actually incurred.

(Signed) W. H. COAKER, Captain, R.E.,
for Consulting Engineer for Railways.

No. 367.

ORDER THEREON, 16th April 1877, No. 1,293.

RAILWAY, No. 55.

(Here enter No. 1,294, dated 16th April 1877.)

(True Extract.)

ORDERED to be forwarded to the
Government of India.

Lt.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 16th April 1877.

No. 368.

No. 1,294.

FROM

THE JOINT SECY. TO THE GOVT. OF MADRAS,

Public Works Department, Railway Branch,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,

Public Works Department.

RAILWAY, No. 56.

SIR,—With reference to your letter
No. 1,638-R of the 30th June 1876, I
am directed to forward the enclosed

correspondence, from which it will be seen that the South Indian Railway authorities are unable to modify the revised estimate for rolling stock.

2. The amounts shown in the accompanying statement are believed to represent, as nearly as can be ascertained, the actual expenditure incurred.

3. With reference to the suggestion of the Government of India that the provision of some portion of the stock may for the present be deferred, the Consulting Engineer points out that the whole of the engines and nearly all the vehicles have been already erected. The wagon stock is considered barely sufficient for working the line.

4. Under the circumstances His Grace the Governor in Council trusts that the Government of India will not withhold sanction to the revised estimate amounting to Rupees 42,81,548.

I have the honor to be,

Sir,

Your most obedient servant,

Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. E. C. Shunker.

Spare Copies

Detailed Statement of Rolling Stock.

Description of Rolling Stock		English Value	Erection and Construction Charges	Freight 3 1/2 %	Insurance 1 1/2 %	Exchange 9 %	Customs Duty 7 1/2 %	Landing Charges 1 %	Total
82	Locomotives	14,70,734	* 8,200	1,23,100	"	1,32,366	"	"	18,08,100
12	Composite Carriages	42,177	600	1,476	633	3,795	3163	422	52,266
18	First Class — do —	59,320	6,960	2,076	890	5,339	4,448	593	79,626
10	Second Class — do —	29,472	450	1,031	442	2,653	2,210	295	36,533
176	Third Class — do —	3,95,984	6,160	13,859	5,940	35,638	29,699	3,960	4,91,240
37	Passenger. B. Vans	99,116	1,295	3,469	1,486	8,920	7,434	991	1,22,711
20	Horse Boxes	38,024	700	1,331	570	3,422	2,852	380	47,279
4	Carriage Trucks	3,560	80	125	53	321	267	35	4,441
16	Goods. B. Vans	20,193	1,485	707	303	1,817	1,515	202	26,222
580	Covered Goods Wagons	6,34,898	44,895	22,221	9,524	57,141	47,617	6,349	8,22,635
150	Ballast Wagons	1,34,491	5,850	4,707	2,017	12,104	10,087	1,345	1,70,601
27	Timber Trucks	20,780	940	727	311	1,870	1,559	208	26,395
3	Gun-Powder Vans	5,757	135	201	86	518	432	58	7,187
40	Salt Trucks	42,719	1,400	1,495	641	3,845	3,204	427	53,731
229	H. S. O. G. Wagons	2,01,053	13,150	7,037	3,016	18,095	15,079	2,010	2,57,440
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80	L. S. O. G. Wagons	67,482	2,000	2,362	1,012	6,074	5,061	675	84,666
3	Post Office Vans	8,353	105	292	125	752	626	83	10,336
2	5 Ton Travelling Crane	13,061	120	457	196	1,175	980	131	16,120
		34,16,560	1,71,815	1,91,102	29,186	3,07,490	1,46,737	19,458	42,81,548

Megapalam,
 8th March 1877.
 Agents Office,
 Megapalam,
 10th March 1877.

* \$1000 per Engine Covers
 Erection, Insurance, and
 Landing Charges.

(Signed) Edward G. Sheward,
 Loco. & Carr. Superintendent.
 [True Copy]
 Williams B. C. W.
 Agent.

No. 2929

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 10th March 1887

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways,
Madras.

SIR,

I am sorry so much delay has occurred in supplying you with the information called for in your letter No. 829 of the 11th of August last. I have only now received the accompanying return from the Locomotive Superintendent, who in submitting it reports "I beg to hand (as desired) a detailed Statement showing the Distribution of Charges under such of the heads, I supposed would enter into my calculations in framing the Estimate for Rolling Stock."

The Estimate was framed upon the prices quoted in the "Contract Specification to bond at the time." I had no data to fix the percentage, but, as extra expenditure would necessarily be increased over the English Cost, I deemed that 22½% as sufficient to cover all charges; the division as near as I could judge from the ruling rates is shown on the Statement. I tried to obtain, if possible, the exact percentage - excepting in the item of Exchange I found it impracticable from the distance of time the Estimate was prepared, the fluctuations arising in freight, insurance, etc.; and the shipments being made by instalments extending over a period of 3 years.

I have the honor to be,

Sir,

Your most obedient servant

William B. B. B.

Agent.

PUBLIC WORKS DEPARTMENT,
Railway Branch.

Consulting Engineer's Office,
Madras, 27th March 1874.

Letter from Agent, South Indian Railway, 12929,
dated 18th March 1874 with enclosure.

No. 192

SUBMITTED

Government

for the consideration of
with reference to Proceedings dated 12th
July 1875 No. 1774.

The first revised estimate for the metre gauge
rolling stock amounted to Rs 44,94,883, which
was subsequently reduced to Rs 42,81,548.

The average cost of engines fell from Rs 26,500 to the
Rs 22,500 as stated by the Government of India
a figure not greatly in excess of that quoted by
the Government of India for the Holkar State Railway.
This excess occurred in the earlier contracts which were
entered into when extreme prices ruled in the iron
market. Particulars are given in the enclosed state-
ment, and the amounts are believed to represent
as nearly as can be ascertained, the actual expenditure
incurred.

W. S.

4016 April 11 1874 366

Pls. Estimate for Rolling
Stock.

Enclosure sent.

Notes 1077
12. 12. 1873.
11. 27. 1874.

The Consulting Engineer,
for Railway
Accounts.

The Agent

South Indian Railway

2. With reference to the suggestion of the Government of India, that the provision of some portion of the stock may for the present be deferred.

The Consulting Engineer begs to point out that the whole of the engines and nearly all the vehicles have been already erected. The wagon stock is considered to be barely sufficient for working the line now opened and that under construction. It has indeed been found necessary to indent for additional brake vans, and to construct wagons for the Madras Harbour traffic.

It is anticipated that considerable quantities of road material will be carried on some portions of the new lines and with this view an addition to the number of open wagons has been recommended by the Agent. The proposal is however deferred for the present.

3. Under the circumstances now stated it is hoped that the Government of India will no longer withhold sanction to the revised estimate which represents as far as can be judged expenditure which has been actually incurred.

4. 16. April 77) 302-366
W. H. Clarke R.E. Capt.
for Comd. Engrs. for Railways
Cov 2-4-77

P.W.D.
2 APR 77
2454
601777 2/27/76
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" 311821/3/11/75
" 246921/28/75
" 146662/26/5/75

Public Works Department.
No 1293.
PROCEEDINGS OF THE MADRAS GOVERNMENT.
UNDER date the 16 April 77
Read the following:—

From
The Comd. Engrs. for Rlys

H.E. No 192 of 27 March 1877

Ordered to be forwarded to The Gov of S.

H.E. No 1294 of 16 April 77
To The Sec. to The Gov of S.
P.W. Dep.

Sir,
With reference to your letter No 1638 of the 30th June 1876, I am directed to forward the enclosed correspondence for your consideration.

C. E. Smith
Resp. 2-5-77

which it will be seen that the South Indian Railway Authorities are unable to modify the ~~present estimate~~ ^{present estimate} for rolling stock.

2. The amounts shown in the accompanying statement are believed to represent as nearly as can be ascertained, the actual expenditure incurred.

3. With reference to the suggestion of the Government of India that the provision of some portion of the stock may for

the present be deferred, the Consulting Engineer points out that the whole of the engines and nearly all the vehicles have been already erected. The wagon stock is considered barely sufficient for working the line.

4. Under the circumstances, His Grace the Governor in Council trusts that the Government of India will not withhold

Sanction for the
revised estimate
amounting to Rs 42,81,51,8.

U.

Aspd / mdy/m

103404
Govt. of 1877 Madras.
PUBLIC WORKS.

To The Commr Eng^r & Genl. W. P.

Dated 11/11

Issued

Recd.

Encl.

G. O. 16th April 1877, No. 29372

LD Nos. 366-367-368

Requesting
Submitting for sanction
the revised estimate of Rs
428,548 for rolling stock
required on the S. I. Railway
and stating that the Ry.
Authorities are unable to supply
the estimate.

Rolling stock for the
South Indian Railway.

Correspondence on the revised
Estimate for —, ordered to
be forwarded to the Govt
of India.

Eng^r W. P.