

(1) Number of pages 20

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works

DEPARTMENT.

G.O. No. *535-36(Ry)* Press
Mis.

Dated *17. 2.* 18 *77.*

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
17th February 1877. No. 535.*

No. 419. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Secretary to Government, Public Works Department, dated Madras, 5th February 1877, No. 88:—

I HAVE the honor to submit, for the sanction of the Government of India, Indent No. 287, on the Board of Directors of the Madras Railway Company, for flat-bottom steel rails, fang-bolts and fangs, required for new permanent-way over remaining bridges on the South-west and North-west lines of the Madras Railway, the approximate cost being Rupees 70,910.

No. 1,237, 27th Nov. 1876, with 1 enclosure.
No. 214, 1st Feb. 1877, with 2 enclosures.

2. The enclosed letters from the Agent explain the necessity for the materials.

3. The Board of Directors are desirous to take advantage of the present favorable state of the iron market, and I have in anticipation authorized the transmission of the Indent to England for compliance.

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, 27th November 1876, No. 1,237.

I HAVE the honor to send you herewith the copy of a letter from the Secretary, dated London, the 27th of October, and to request that you will be so good as to obtain and communicate to me the sanction of His Grace the Governor in Council to the enclosed Indent* for one thousand eight hundred and sixteen (1,816) flat-bottom steel rails 20 feet long each, and thirty-six thousand five-hundred (36,500) fang-bolts and fangs for the above-mentioned rails.

* No. 287 in triplicate.

2. When sending me the Indent the Acting Chief Engineer wrote as follows:—

"I have the pleasure herewith to forward an Indent (five copies) for 36,320 lineal feet of flat-bottomed steel rails required for the remaining bridges on the South-west and North-west Lines.

"This Indent was not forwarded before, as the estimates for all the bridges have not yet been prepared or forwarded for sanction."

3. The Board doubtless desire to take advantage of the present favorable state of the iron market, and I shall be glad to receive sanction to the Indent as early as practicable.

From J. BYRNE, Esq., Secretary, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated London, 27th October 1876.

We have invited tenders for the supply of the 264,000 lineal feet of double headed steel rails weighing 2,947 tons, of Indent No. 147. Sir John Hawkshaw has included in the same specification the 36,320 lineal feet of flat-bottomed steel rails stated in the letter from the Acting Chief Engineer, which accompanied your demi-official letter, dated 8th August last, to be still required for the purposes of the Company, but as we have not yet received an Indent for these flat-bottomed rails the Board will defer purchasing them until it comes to hand. If therefore you have not already prepared and forwarded this Indent be good enough to do so as soon as possible.

2. Sir John Hawkshaw informs us that 36,500 fang-bolts and fangs will be required for use with the above rails, and you will please include in the Indent the fang-bolts and fangs which are considered necessary.

*Proceedings of the Madras Government, Public Works Department,
17th February 1877. No. 535.*

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, 1st February 1877, No. 214.

With reference to your letter, No. 1,321, of the 7th December 1876, I have the honor to enclose you a copy of the Chief Engineer's letter of the 25th ultimo, No. 97, and of the list which accompanies it, affording explanation of the circumstances under which Indent No. 287 for 1,816 steel rails, with fangs and fang-bolts, was submitted to Government before an estimate had been sanctioned for the work for which the materials are required.

2. I trust that under the circumstances stated you will be able to authorize me to transmit the Indent to the Board for compliance.

From W. B. ROBINSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 25th January 1877, No. 97.

Your endorsement on Consulting Engineer's letter No. 1,321, dated 7th December 1876.

In my letter No. 839, dated 24th November, which accompanied the Indent under notice, I made the following remark:—

"This Indent was not forwarded before, as the estimates for all the bridges have not yet been prepared or forwarded for sanction."

2. The circumstances under which I thus submitted an Indent for materials not provided for in any estimate sanctioned by Government were as follow:—In the year 1875 the under-mentioned Indents for flat-footed steel rails, each 20 feet long, were sent to the Board:—

Indent No. 165, Huggry,	240 rails.	
166, Cheyair,	352 "	Indents sent with letter No. 569, dated
167, Kuddelhoondy, 144 "		3rd August 1875.
168, Cauvery,	156 "	
169, Toongabudra,	408 "	

1,300 rails = 26,000 lineal feet.

Indent No. 180, Cochrane's Canal, 10 rails. Letter No. 674, 7th September 1875.

181, Mailputty, 16 "

76 rails = 1,520 lineal feet.

3. In addition to the 27,520 lineal feet asked for in these Indents, 8,120 lineal feet of rails were sent out from England along with the corresponding girder work, making a total of 35,640 lineal feet of rails. See Sir John Hawkshaw's letter, dated 17th June 1876.

4. The total quantity of rails required being estimated at 71,960 lineal feet there remained then a balance of 36,320 feet as stated in my letter No. 596, dated 7th August 1876.

5. These 36,320 feet (1,816 rails) represent the permanent-way which is estimated to be required for the 102 bridges enumerated in the accompanying list, and for a stock of 46 spare rails which it is desirable to keep in hand to meet contingencies.

6. It was manifestly most desirable to order the whole number* at one time instead of entering into several small contracts, and the Board being no doubt anxious to take advantage of the exceptionally low price at which steel rails can be purchased at present, asked me to submit an Indent for the total quantity required.

7. I would point out that although the previous sanction of Government had not been obtained to the estimates for the alteration of the permanent-way on some of these 102 bridges yet the general principle of the adoption of longitudinal instead of cross sleepers had been fully approved, and the Government were aware of the number of bridges on which it was proposed that the new permanent-way should be laid.

*Proceedings of the Madras Government, Public Works Department,
17th February 1877. No. 539.*

8. Until some experience had been gained by actual trial it was difficult to estimate the cost of alterations of this kind. The margin allowed on a small estimate is so little that a comparatively slight increase of expenditure renders a revised estimate necessary. It was therefore desirable to postpone the submission of these estimates until sufficient experience had been gained to enable me to frame them correctly. The remaining estimates will now be prepared and submitted to Government, but I trust that in anticipation of sanction the Indent for 1,816 steel rails will be approved and sent to England.

*9. The steel rails required for double 30 feet girder at $2\frac{1}{2}$ mile, Bangalore branch, which is an entirely new structure, and for the two bridges on the North-west Line which are to be altered—

$1\frac{1}{2}$ from single 30 feet arch to three 30 feet girders,

$1\frac{1}{2}$ from single 6 feet arch to three 30 feet girders

have already been asked for in the under-mentioned Indents:—

No. 245	...	...	...	8 rails.	Letter No. 335, 25th May 1876.
" 279	...	...	...	12 "	} Letter No. 696, 30th Sept. 1876.
" 280	...	...	...	12 "	

No. 420. ORDER THEREON, 17th February 1877, No. 535.

RAILWAY, No. 37.

THE Consulting Engineer's action is, under the circumstances, approved.

2. The Indent will now be forwarded to the Government of India with the following letter:—

(Here enter No. 536, dated 17th February 1877.)

(True Extract.)

Lieut.-Colonel, R.E.,
Joint Secretary to Government.

To the Consulting Engineer for Railways.
Examiner of Railway Accounts.

Exd. E. C. Shunker.
Spare Copies

5
PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 17th February 1877.

No. 421.

No. 536.

FROM

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department, Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 38.

SIR,—The Madras Railway authorities having submitted an Indent on their Board of Directors for steel rails, fangs, and other plant, required for new permanent-way over the remaining bridges on the South-west and North-west Lines, the Consulting Engineer, with the view to take advantage of the present favorable state of the English Iron Market, authorized the transmission home of the Indent in anticipation of sanction.

2. Under the circumstances this action has met with the approval of the Madras Government.

3. Estimates have not as yet, in some cases, been sanctioned for the bridges on which the new permanent-way is to be laid. But the Government of India having approved of the general principle of substituting longitudinal baulks carried by iron cross girders for the wooden cross sleepers upon the girder bridges on the Madras Railway, His Excellency in Council considers that there is no objection to the plant being acquired before actual sanction is given in the case of each bridge.

4. I am now to forward the Indent, and to request that the Government of India will accord their sanction to it, and confirm the action taken by the Consulting Engineer.

I have the honor to be,

Sir,

Your most obedient servant,

Lieut.-Colonel, R.E.,
Joint Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE.

Madras, 1st February 1877.

From

Robert B. Elum Esg.

Agent and Manager.

M. R. L.

To

Lieut Colonel J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways.

SIR,

With reference to your letter N^o 1321 of the 7th December 1876. I have the honour to enclose you a copy of the Chief Engineer's letter of the 25th ultimo N^o 97, and of the list which accompanies it, affording explanation of the circumstances under which Indent N^o 287 for 1816 steel rails, with fangs and fang bolts, was submitted to Government before an estimate had been sanctioned for the work for which the materials are required.

I trust that under the circumstances stated you will be able to authorise me to transmit the Indent to the Board for Compliance.

I have the honour to be
Sir

Your Most Obedient Servant

M. R. L.

Madras Railway Company
 33, New Broad Street
 London 27 October 1876.

R. B. Elwin Esq.
 Agent and Manager
 Madras Railway
 Madras.

Dear Sir,
 We have invited tenders for the supply of the 264,000 lineal feet of double headed Steel Rails weighing 2947 tons of Indent No. 147. Sir John Hawkshaw has included in the same specification the 36,320 lineal feet of flat bottomed Steel Rails stated in the letter from the Acting Chief Engineer, which accompanied your demi-official letter dated 8 August last. As he still required for the purposes of the Company but as we have not yet received an Indent for these flat bottomed Rails the Board will defer purchasing them until it comes to hand. If therefore you have not already prepared and forwarded this Indent be good enough to do so as soon as possible.

Sir John Hawkshaw informs us that 36,500 Tang Bolts and Tangs will be required for use with the above Rails, and you will please include in the Indent the Tang Bolts and Tangs which are considered necessary.

Yours faithfully,
 J. H. Byrne
 Secretary

1 True copy
 R. B. Elwin
 Agent & Manager

From
 MADRAS RAILWAY
 To
 The Agent and Manager
 The Consulting Engineer
 for Railways.

Noted
 1st Nov 1876
 3. M.
 No. 214

[Faint, mostly illegible handwritten notes and signatures on the left side of the page, including phrases like "Under actual Indent No. 147" and "for double headed rails"]

No. 1237

50 3
MADRAS RAILWAY. 11

AGENT AND MANAGERS' OFFICE.

Madras, 27 November 1876.

From

Robert B. Elwin Esq.

Agent and Manager.

M.R.C.

To

Lieut. Col. J. M. Shaw Stewart

Consulting Engineer for Railways.

Sir,

I have the honour to send you herewith the copy of a letter from the Secretary dated London the 27th of October and to request that you will be so good as to obtain and communicate to me the sanction of His Grace the Governor in Council to the enclosed Tident for one thousand eight hundred and sixteen (1816) Flat bottom steel Rails 20 feet long each, and thirty six thousand five hundred (36,500) Tang Bolts and Tangs for the above mentioned rails.

2. When sending me the Tident the Acting Chief Engineer wrote as follows.

"I have the pleasure herewith to forward an Tident (5 Copies) for 36,320 lineal feet of flat bottomed

4
"Steel rails required for the remaining
"Bridges on the South West and North
"West Lines".
13

"This indent was not forwarded
before as the Estimates for all the
"Bridges have not yet been prepared
or forwarded for sanction".

3. The Board doubtless desire to
take advantage of the present favourable
state of the Iron market, and I
shall be glad to receive sanction
to the Indent as early as practicable.

I have the honour to be
Sir

Your most obedient servant

W. H. Brown

Agent & Manager.

655877
1236
6

Dated 27 September 1876
Recd. 28. M.

No. 1237

Forwarding for
sanction of Govt an
indent for steel rails

From
The Agent and Manager.
To
The Consulting Engineer
for Railways.

MADRAS RAILWAY.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 5 Feb 1877 15

No. 88

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,

I have the honour to
submit for the sanction of
the Government of India indent
No. 284 on the Board of Directors
of the Madras Railway Company
for flat bottom steel rails, fang
bolts, and fangs, required for
new permanent-way over remain-
ing bridges on the South-West
and North-West lines of the
Madras Railway, the approx-
imate cost being Rs 70,910.

The

The enclosed letters from
the Agent explain the necessity
for the materials.

N^o 1234 of
24 Nov^r 46.
with ^{one} enclosure

The Board of Directors N^o 214 of
are desirous to take advantage
of the present favourable
state of the iron market, and
I have in anticipation autho-
rised the transmission of the
indent to England for com-
pliance.

1st Feb^r 47
with enclosures

I have the honour to be,

Sir,

Your Most Obedt Servant,

Wmth Wmth Lefell R^e

Genl Esq^t Port Railway

By *Wm. H. H. H.*

for the bridges on which the new permanent way is to be laid.

But the Government of India having approved of the general principle of substituting longitudinal baulks carried by iron cross girders for the wooden cross sleepers upon the girder bridges on the Madras Railway. His Excellency in Council considers that there is no objection to the plant being acquired before actual sanction is given in the case of each bridge.

I am now to forward the indent, and to request that the Government of India will accord their sanction to it, and confirm the action taken by the Consulting Engineer.

W.

With one Indent &
List showing Girder
Bridges -
resp - 1-3-77

10236
 GOVT. of 1877 Madras.
 PUBLIC WORKS.

To *the Comr Engg & Supt*

Dated

Issued

Recd.

Encl.

G. O., *17 Feb* 1877, No. *525*
526

Nos. 419 & 24

sent in Reg.

to accord
 Requesting sanction to
 an Indent for materials
 required for new permanent
 way over the remaining line
 on the South-west and North-
 west lines, Mr Ry. and
 confirm the action taken
 by the Comr Engg in authorizing
 the transmission here
 of the Indent in anticipation
 of sanction.

Indent for material required
for new permanent way over
the remaining bridges on the
South-west & North-west
Bridges on the lines. Mr Ry.
 The action taken by the
 Comr Engg in authorizing, in
 anticipation of sanction,
 the transmission home of
 the — approved. The
 Indent ordered to be forwarded
 to the Comr of India