(1) Number of pages 60.

(2) Date of repair 30. 10. 87

(3) Initials of the Referencer [illegible] ✓

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W. DEPARTMENT

G.O. No. B.P. No:	1179, W 1180	Press. Mis.
Dated	19-5-1885	~~198~~.

Not to be folded or roughly handled

1179

19th May 1885, No. 1179 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

ead—the following papers :—

From L. DECLE, Esq., C.E., Chief Agent for Decauville's Patent Portable Railways, to the Secretary to Government, Public Works Department, Madras, dated 4, Tamarind Lane, Bombay, 9th January 1885.

I beg to put before you the subject of portable railways. Our plant has now een used extensively in India, and, notwithstanding the cheap labor of this country, as proved everywhere, even when only a few hundred feet were required, a decided ccess.

2. Amongst the Executive Engineers who have adopted it, Lieutenant-Colonel acob, the Executive Engineer, Jeypore-Rajputana, has given it the longest trial, having dopted our system nearly since three years, and, as you will see from the certificate he as given to us, of which I enclose a copy, it has proved a most decided success. I ould therefore consider it a great favor if you would give our portable railways a ial in the Madras presidency for Government work.

3. In order to enable you to try our plant, this is what I can propose to you.

I will send you half-a-mile or one mile of line with rolling stock *on trial.* You will e it during one month or six weeks on any of your works, and if, after that time, it es not prove entirely satisfactory, or if you find that the saving by the use of it is t great enough to justify the expense, I will take it back *without any charge* for use accidental damage. You will simply have to pay the transport expenses from our rks to the place of delivery, all the return charges being *at my own expense.*

4. Such an offer, I have no doubt, will meet with your approval, and I would, of urse, not make it if I was not *certain* that the plant will be most valuable to you.

5. As I was telling you above, it will answer *even in the smallest works,* construction dâk bungalows, transport of earth, of bricks; in fact everywhere materials have to be nsported, however short may be the distance.

6. Should you actually have no work requiring one mile of line, you might send a rtion of it in different places and be able in this way to obtain several reports from fferent Engineers.

7. Since less than three years Lieutenant-Colonel Jacob has given us five different ders, and he is now using in small and big works 300 wagons. The plant has been id simply by the saving he has effected on his work, and he never wanted to ask for redit from the State for this item, over half-a-lakh of rupees.

8. We are now supplying a line to the Bombay dockyard, and our lines are now ed by seventeen different constituents with daily increased success. Amongst our nstituents are the Supreme Government, the Bombay, Punjab Governments, the ypore, Dholepur Executive Engineers, &c.

9. We would also be glad if you would try one of our patent portable steel idges, of which I enclose a short description. They offer great advantages for India. The very light weight of the pieces which form them * enables them to be carried in country carts on the roughest ground. They are quickly and easily laid wn, without the use of special machinery, as cranes, &c. Being, besides, formed of milar pieces, whatever may be the size of the bridge wanted, 10 feet or 2,000 feet, if stock is kept, a bridge of any length can be made at a moment's notice. Their great an (70 feet) enables them to be used during the rains on large rivers very economi-lly, simply supporting them by a boat every 70 feet.

---

* The heaviest only weighs 3 cwt.

1179

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PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
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I will send you half-a-mile or one mile of line with rolling stock *on trial*. You will e it during one month or six weeks on any of your works, and if, after that time, it es not prove entirely satisfactory, or if you find that the saving by the use of it is great enough to justify the expense, I will take it back *without any charge* for use accidental damage. You will simply have to pay the transport expenses from our rks to the place of delivery, all the return charges being *at my own expense*.

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---

* The heaviest only weighs 3 cwt.

1179-80
2

10. In Cochin China in each district a stock of them is always kept, and they give splendid results.

11. The Dutch Government has adopted them for Java, and I have recently received an order for one of them from the Thakore of Morvi.

12. Our railway lines (the largest sizes) can be very advantageously used as feeders to big lines, being placed on roadside.

13. A most important question to which I call especially your attention is that of the Famine. In case of famine, if a stock of our lines is kept, in almost no time a steam tramway can be established on the side of any road it being possible with sufficient coolies to lay down *12 to 15 miles in one day*, and even more if steam is not used. The paying weight of our wagons compared to the dead weight is most striking. For large goods wagons weighing 1 ton 2 to 5 tons of goods can be carried.

14. In the lighter ones well suited for storing, as they are dismountable, 3½ tons can be carried, and they only weigh $\frac{7\frac{1}{2}}{10}$ of a ton. Instead of that a broad gauge line wagon which carries 10 tons generally weighs at least 5 tons.

15. On the metre gauge the wagons which carry 87 maunds weigh 92 maunds.

I hope you will be able to accept our offer for the small line we propose to give you on trial.

No. 186 D.

Forwarded for remarks.

26th January 1885.
(Signed) J. SHAW-STEWART, Col., R.E.,
Secretary to Govt., P.W.D.

To the Consulting Engineer for Railways.
„ Chief Engineer for Irrigation.

From the Superintending Engineer, I Circle, dated 29th April 1885, No. 43 G.L.
„ „ „ II „ „ 7th „ „ „ 1 G.L.
„ „ „ III „ „ 1st „ „ „ 6.
„ „ „ IV „ „ 4th March „ „ 104 E.W.
„ „ „ VI „ „ 14th „ „ „ 1976 T.J.
„ Chief Agent for Decauville's Patent Portable Railways, 23rd April 1885, No. 108.

ORDER—dated 19th May 1885, No. 1179 W., Public Works.

The Government resolve to accept the offer of the Agent for Decauville's Portable Railways to take, on trial, one mile of line with rolling stock complete. It is considered that the trial can best be made on earthwork; the materials of the tramway being delivered at the Public Works Stores, whence they can be made available in any circle in which suitable work on a large scale is in progress. Perhaps the work at the Red Hills tank can be taken up. The Superintendent of Works will report on this point.

2. As regards the portable bridges, further information seems necessary, and the Agent will be addressed on the subject.

(Here enter No. 1180 W., dated 19th May 1885.)

(True Extract.)

Major, R.E.,
Under Secy to Govt., P.W.D.

To Superintending Engineers.
„ the Superintendent of Works, Tank Maintenance Scheme.
„ the Chief Engineer for Irrigation.

Exd. A. Grubert.

Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1885) Madras.

PUBLIC WORKS.

Dated May, 19th.

Recd. *Encl.*

G.O., 19th May 1885, No. 1179 W.

MAY.

Decauville's Portable Railways

Accepting the offer of the Agent for — to take on trial one mile of line with rolling stock complete, and issuing instructions for its delivery and use.

1179
3

19th May 1885, No. 1180 W., Public Works.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Letter—from

Colonel J. SHAW-STEWART, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

L. DECLE, Esq.,
Chief Agent, Decauville's Patent Portable Railways, &c.

Sir,

Dated 9th January 1885.
No. 108, dated 23rd April 1885.

Adverting to your letters quoted in the margin, I am directed to inform you that the Madras Government have resolved to accept the offer made by you of one mile of line with rolling stock, to be taken on trial, on the terms specified in your letter of the 9th January 1885. I am accordingly to request that you will be so good as to arrange for the delivery, at the Public Works Stores, Madras, of the requisite materials, as soon as practicable.

2. As regards the Decauville portable bridges, further information seems necessary to admit of a definite opinion being formed as to their economy and usefulness. I am to request, therefore, that you will supply plans and full details for certain spans, with particulars of cost.

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

Major, R.E.,
Under Secy. to Govt., P.W.D.

Ootacamund,
19th May 1885.

Exd. A. Grubert.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1885) Madras
PUBLIC WORKS.

Dated May, 19th.

Recd. Encl.

19th May 1885, No. 1180 W.

MAY.

Decauville's Portable Railways

Intimating acceptance of offer to take on trial one mile of line with rolling stock, and requesting further information in regard to portable bridges.

Copy

I have used portable Railways in Earthwork and removing stone from Quarries; and where a large quantity of work has to be done or time is an object, there is no question as to the saving in money & time effected by using a portable Railway. I consider Decauville's system the best I have seen - The points which appear to me to be in its favor are its simplicity; the economy, and perfect ease, with which it can be laid down or removed; there are no parts which require to be fastened or which can be taken away by thieves or lost; and owing to the sleepers not projecting beyond the sides there is no inconvenience to the animals, when for instance a pair of bullocks is employed to haul the wagons -

The types of wagons that I have seen and used, all seem thoroughly well designed and constructed and I have no hesitation in expressing entire satisfaction with what I have seen of Decauville's System of Portable Railway. -

S. S. Jacob
Lieut: Colonel
Engineer to the State
Jeypore - Rajputana

Jeypore
27 December 1884

S. W.

No reply from Mr. Decle as yet. Can we possibly have mistaken the name?

24.4.85

D.W.

Reply received after you left office this evening —

I forward the file, in case you may wish to reply to Mr Larminie.

You retained Mr Larminie's d.o. note after telegram of 21.4.85 was despatched.

24.4.85

D.W.

Resubmitted, with Mr Decle's reply by letter.

27.4.85

GOVT. OF MADRAS. } 188 . { P. W. DEPT.

SECRETARY.

188 .

OFFICE NOTE.

To E. I.

With respect to accompanying papers on the subject of Decauville portable railway, please read the replies received from S. E.s to Circular Memorandum No. 341 C dated 20.2.85, and favour me with your opinion as to whether the Agent's offer should be accepted, in order to carry out the experiments in the Nellore & Sungum divisions as recommended by the S. E. II Circle.

With respect to the portable bridges, it is proposed to ask the Agent to supply further & fuller information as to details & prices.

30.4.85

S.[illegible]W.

No reply from Mr. Decle as yet. Can we possibly have mistaken the name?

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30.4.85

1179-80
8

GOVT. OF MADRAS. } 188 . { P. W. DEPT.

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With respect to the portable bridges, it is proposed to ask the Agent to supply further & fuller information as to details & prices.

30.4.85

99/4

To W
/

Decauville's Tramway.

I am inclined to think that the agent has withdrawn from his offer of the 9th January. His letter of that date gives one the impression that his "works" are at Bombay from the Govt. would pay cost of carriage of materials. But it now seems clear from his letter of the 23d April that there are no "works" of any kind in Bombay, and that the materials must be got out from France. If the Govt. give the "order" now solicited, without,

---

To W.

Your Office Note dated 30th ulto.

I do not think Decauville's Tramway is suitable for many purposes, for which apparently it has been suggested for Nellore. Heavy stones would break light wagons & rails. The use of the Tramway on Cumbum Tank was fully discussed when the work was commenced & was decided against as it seemed doubtful (and I believe subsequently turned out) that we could work cheaper with carriage at hand. I should however like to try the Tramway for Embankments & think that one mile of rails with wagons complete might be procured from the P.W. Stores and would be available in any circle ~~that~~ in which a large Embankment is in progress. Col Pennycuick has not yet submitted an Estt. for a Tramway for the Steel bridge

An express stipulation as to the terms on which the materials will be received they will, I think, be charged the cost in full.

A. S.
4-5-85

To W.

Your office note dated 30th ulto.

I do not think Decauville's Tramway is suitable for heavy purposes, for which apparently it has been suggested for Nellore. heavy stones would break light wagons I opine. The use of the Tramway on Periyar had been fully discussed when the work was commenced & was decided against as it seemed probable (and I believe subsequently turned out) that we could work cheaper with carriage at hand. I should however like to try the Tramway for Sub-works & think that one mile of rails with wagons complete might be procured from the P. W. Stores and kept available in any circle in which a large Sub-work is in progress. Col Pennycuick has not yet submitted an Estt for a Tramway [illegible] [illegible] [illegible]

An express stipulation
as to the terms on
which the materials
will be received
they will, I think, be
charged the cost

To W.

Your Office Note dated 30th ulto.

I do not think Decauville's Tramway is suitable for heavy purposes, for which apparently it has been suggested for Nellore. heavy stones would break light wagons & springs. The use of the Tramway on [illegible] Land was fully discussed when the work was commenced & was decided against as it seemed probable (and I believe subsequently proved so) that we could not cheapen the carriage at hand. I should however like to try the Tramway for Earthwork & think that one mile of rails with wagons complete might be procured from the P.W. Stores and made available in any circle in which a large Earthwork is in progress. Col. Pennycuick has not yet submitted an Estimate for a Tramway either. Should [illegible]

341 C of 20/3/85
3746
3347 of 18/12/82
1137 C of 23/6/83
4097 C of 10/3/85

Recd 4087

Mr Slaney lately written to him again on the subject. The works have however being been sanctioned and an account of the use of the Tramway must depend on the terms that could be made with the contractor.

As regards the portable bridges I should say get full particulars & try one of them at the first opportunity.

Ootacamund

Lok
2/5/85
E. I.

Rec 18/5/85

1179
1804

As suggested above by E.I. one mile of the tramway, with wagons &c complete, may be obtained for the P.W. Stores.

The Agent should be asked to supply full information respecting the portable bridges

W
7-5-85

1179-80
12

(9) C. No. 4038 in the ...

C.A.W.

As all the papers connected with the subject of Decauville's patent Portable Rys & Bridges ~~must~~ and other replies are at Ooty, I send up this also.

V Circle's reply* will be sent up on receipt.

12/5.

* The only Circle not to reply.

Thro'
S.A.W.

Mr S. I think the file has gone back to Madras.
12/5/85

CAW
The file returns from ... with W. E.A.S. 15/5

No. 43 Gl

1179-80
13

...NTENDING ENGINEER
FIRST CIRCLE.

...GINEER
P.W. Department
~~FOR IRRIGATION~~

...ISHWARAM, 29th April 1885.

... to your Circular No. 341 G
... ary /85 regarding a trial
... atent Portable Railways
... have the honor to inform
... Executive Engineer Eastern
... avari states that he would
... of the 10 feet steel Bridges
... Works, and the Executive
... arge of the Rushikulya
... nion that the Portable
... he rolling stock might
... ble use on the Shargad
... on one of the large
... under Construction
... epting the Agents offer
... the plant, I request
that I may be provided with full

341 C of 20/2/85
3726 [illegible]
3347 [illegible]
4070 C of 23/6/83
4093 C of 10/3/85

Mr Sloan lately written [illegible] again on the subject. The works here however having been for and on account of the use of the Tramway would depend on the terms that could be made with the Contractor.

As regards the portable bridges I should say get fuller particulars & try one of them on the first opportunity.

Ootacamund

2/5/85
E. I.

As suggested above by E. I. one mile of the tramway, with wagons &c. complete, may be obtained for the P. W. Stores.

The Agent should be asked to supply full information respecting the portable bridges

7-5-85

4447 ✓
3690 ✓
3691 ✓
4088 ✓
2362 ✓
3381 ✓
3134 ✓

E. 12.5.85. [illegible] 10.5.85

No. 43 G

1179—P.W.
13

FROM,

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,

THE CHIEF ENGINEER
P.W. Department
~~FOR IRRIGATION~~

DOWLAISHWARAM, 29th April 1885.

SIR,

In reply to your Circular No. 341 G dated 20th February /85 regarding a trial of Decauvilles patent Portable Railways and Bridges, I have the honor to inform you that the Executive Engineer Eastern Division Godavari states that he would like to try one of the 10 feet steel Bridges for the Godavari Works, and the Executive Engineer in charge of the Rushikulya Project is of opinion that the Portable Railway with the rolling stock might be of considerable use on the Shargadda Cutting or on one of the large reservoires now under Construction. But before accepting the Agents offer for a trial of the plant, I request that I may be provided with full details as to its Cost, Construction and Working.

I have the honor to be

Sir

Your most obedt Servt

R Montgomerie Lieut Col R.E.

Superintending Engineer

First Circle

1179-80
14

(9) [illegible] 4038

FROM,

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,

THE CHIEF ENGINEER
~~FOR IRRIGATION.~~
DPW
Madras

DATED 29th
DESPATCHED.
RECEIVED
April 1885.

No. 439/C

ENCLOSURES.
Papers sent to [illegible] with [illegible] 3690/3691
18-4-85 – D.O. 9-5-85

Decauville's patent
Portable Railways and
Bridges.

Requests to be provided
with full details as to
the cost, construction and
working of —

M.L. 7575
12.5.85

Campbell

C.J.
gen
[illegible]
7.5.85

No. 164

Superintending Engineer's Office
2nd Circle, Camp Mamalapuram
7th April 1885.

From

The Superintending Engineer,
2nd Circle.

1179/15

To

The Chief Engineer,
Public Works Department.

Sir

I have received replies from the Executive Engineers to your Memo No. 341 C. of the 20th February 1885, regarding the use of Decauville's Tramway and Portable Bridges.

2 The Executive Engineers Nellore and Sangam think they could use the Tramway.

3. In Nellore, Captain Henderson thinks it would be useful on the Anicut Repairs where a metre gauge line is at present laid down every season, for the carriage of stone. He states he would require half a mile of line, with 4 sets of points for sidings, and 5 waggons capable of carrying stones of 2 tons weight. When

not laid down on the Anicut the Tramway could be usefully employed at the proposed Brickfields. I think the experiment might be tried at Nellore.

Mr Malet suggests the use of the Tramway for a portion of the Kanigiri Reservoir bund, where the lead is 150 yards. This work cannot be postponed till the Tramway is received, and this is therefore out of the question. He further suggests that it might be used permanently in the annual clearing of the 1st mile of the Kanigiri Canal where owing to the depth of the cutting and height of the spoil banks, it will probably be cheaper to send the silt out into the River and shoot it through the under Sluices. But as, on the completion f the Sangam Anicut, a large quantity of tramrails will be on hand, it would probably be better to keep the lightest of these rails for use on this work.

None of the Officers are able to ffer any opinion regarding the Portable Bridges, as no data are given from which an opinion can be formed.

119
16

I have the honor to be,
Sir,
Your most Obdt Servant
J. W. Rundall
Superintending Engineer,
2nd Circle.

Compared

(1)

From The Superintending Engineer
2nd Circle

To The Chief Engineer
P. W. Dept
Madras

Dated 7th April 1885
Despd 10th do
Recd

No 1 C.L.

Decomville's Tramway and Portable Bridges – Informs that the Ex. Engineers Nellore & Ganjam Divisions think they could use the — & the Supg Engrs. opinion as regards the same

Complete
CJ
Dw
CM
11.4.85

28.4.85

SUPERINTENDING ENGINEER'S OFFICE,
~~Madras~~

No. 6 Camp Ramandroog ~~Chepauk~~, 1st April 1885.

[illegible]
11

From
Lt. Col. H. M. Vibart R.E.
~~The~~ SUPERINTENDING ENGINEER,
III ~~1st~~ CIRCLE,

To
THE Chief Engineer
P.W.D.
Madras

Enclosures.

SIR,

With reference to your Memorandum (No. 341 C. dated 20th February 1885), I have the honor to state that there are no large works in the Bellary or Kurnool Divisions on which the Portable Railways could be tried.

2. The Executive Engineer Cuddapah Division recommends a trial of the Portable Railway when the new Collector's Cutcherry at Cuddapah is sanctioned for Execution. About 4000 Cyds of Stone will be required for the building, and the cost of Cartage would be Rs 10000. It is for the Patentees to say what the saving would be, were the Portable Railway

No. 341

(1)

From The Superintending Engineer
2nd Circle

To The Chief Engineer
P. W. Dept
Madras

Dated 7th April 1885
Despd 10th do
Recd

No 1 C. L.

Decouville's Tramway and Portable Bridges – Informs that the Ex. Engineers Nellore & Ganjam Divisions think they could use the – & the Supg. Engr's. opinion as regards the same

Compile
Cy.
Dw
Cu
14.4.85

SUPERINTENDING ENGINEER'S OFFICE,

No. 6 Camp Ramandroog ~~Chepauk~~, ~~Madras~~, 1st April 1885.

1179
17

From
Lt. Col. H. M. Vibart R.E.
~~The~~ SUPERINTENDING ENGINEER,
III ~~1st~~ CIRCLE,

To
THE Chief Engineer
P.W.D.
Madras

Enclosures.

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2. The Executive Engineer Cuddapah Division recommends a trial of the Portable Railway when the new Collectors Cutcherry at Cuddapah is sanctioned for execution. About 4000 Cyds. of Stone will be required for the building; and the cost of cartage would be Rs. 40000. It is for the Patentees to say what the saving would be, were the Portable Railway

used for a distance of about 3 miles.

3. With regard to the Steel Bridges, one of these, might be put across the Mitta Kondah Cutting on the Kurnool Canal where there is an existing Bridge with a Pier in the Centre of the waterway. But as no plans or descriptions accompany the Agents letter, it cannot be judged whether such a Steel Bridge would suit the site.

I have the honor to be
Sir
Your most obdt Servant
Christopher Vibart
Lt. Col. R.E.
Supdg. Engineer 3 Circle

1179-80
18

P.W.C. [illegible]

From

(1)

The Superintending Engineer,
3rd ~~1st~~ Circle,

To

The Chief Engineer
P.W.D.
Madras

7 APL 85

Dated 1st } April 1885.
Recd.

ENCLOSURES.

No. 6

Portable Railways

Reporting as to the use of ——— in the 3rd Circle.

Complied Cl/ 7.4.85

C. 28.4.85

8.4.85

No. 104 / GW

Supg: Engineer's office IV Circle
Coimbatore, 11th March 1885

117/19

From,
The Superintending Engineer
IVth Circle

To,
The Chief Engineer
P. W. Depart.

Sir,

With reference to your Memo No. 341 of 20th February 1885, I have the honor to request you will be good enough to give me Mr. Decauville's address in order that I may get further information from him regarding his portable Steel bridges which might possibly be usefully employed on the Wynaad roads, or in renewing decayed timber bridges of the Main Road from Kullar to Gudalur in the Nilgiri Division.

I have the honor to be
Sir
Your most obt servant

L. Beatty Colonel R
Supg: Engineer IV Circl

GH

Memo No. 341 C of 20-2.85
G. O. P. W. No. 334 W of 18. 12-82
" " " 334 W of 18-12-82
Memo No. 1187 C of 23-6-83
" " 186 C of 26-1-85
" " 653 C of 19. 3-83

No. 489 C of 10th March /85

From

The Supg. Engineer,
Fourth Circle.

Dated 4th } March /85.
Recd. 5th }

No. 104 / C.W.

No. 489 C of 10th March /85

Mr Decauvilles' address:—

Asking for ——.

In reply to letter from the Supdg. Engr. IV Circle No. 104 C.W. dated 4th March 1885, the undersigned has the honor to state that the Chief Agent in India for Decauville's patent portable railways is Mr L. Deck C.E. 4 Tamarind Lane, Bombay, who will doubtless furnish all information required.

6.3.85

6.3.85

S. E. IV Circle

11/3/85

28.4.85

OFFICE OF THE SUPERINTENDING ENGINEER,

6TH CIRCLE.

Trichinopoly 14th March 1885.

No. 1976. T. S

1179-80 / 20

From

The Superintending Engineer,

6th Circle.

To

The Chief Engineer
Public Works Department
Madras.

Sir,

With reference to your Memorandum No. 341 C of 20th February 1885, I have the honor to report that there are no works in this Circle at present on which Decauvilles' Portable Railway or Portable Steam Bridges could be tried.

I have the honor to be
Sir
Your most Obedt Servt

Lieut Col R.E.
Superintending Engineer
6th Circle

ENCLOSURE —

No 341 C of 90 2.85

P. W. D. 6TH CIRCLE.

(1)

From
The Superintending Engineer,
6th Circle.

14 3 85

To
The Chief Engineer
P.W. Dept
Madras

No. 1976, 7, 5

Dated 14th } March 1885.
Received }

Enclosure

Portable Railway &
Portable Iron Bridges.

Reports that there are no works in the Circle at present on which could be tried.

CE
16.7.85

10-28/4-85

INDIAN TELEGRAPH

DECAUVILLE'S PATENT PORTABLE RAILWAYS
ROLLING STOCK AND BRIDGES.
EASTERN AGENCY.
L. DECLE, CHIEF AGENT.
COMMERCIAL AGENTS—KING, KING & Co.
BRANCHES AT
Penang .... C. S. TENNENT & Co. .... AGENTS.

1179-80
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Enclosure

No. 108.......   BOMBAY, 23rd April 1885.

The Under Secretary to
Government P.W.D
Triplicane

Dear Sir,

We beg to acknowledge receipt of your telegram:- "Can you send at once for trial 800 yards "of Portable Railway line & 12 waggons."

As we have none of this stock on hand we wired Messrs King Hamilton & Co Calcutta, as lately they held a small consignment, but that also we have just heard is almost all sold out to Government (Fort William).

We are sending you by book post one of our catalogues and we shall be very pleased to order out from France what you may require. Kindly specify the weight & guage of line required & the type of waggons.

We have lately supplied plant to the Indian Government. The Bombay Government Dockyard and the Punjab Government Forest Department, several Engineers in Native States &c &c and for your perusal we enclose copy of Lt. Col. S S Jacob's letter to us.

We think you might allow us to write or wire to Mr Decauville Ainé for a small line feeling sure that you would find it useful & economical

for

---

has given to us of which I enclose a copy
It has

[illegible] No 341 Cal 90 - 2.85

P. W. D. 6TH CIRCLE.

Comp[illegible] 16.3.[illegible]

10-28-4-83.

INDIAN TELEGRAPH.

Local No 2203.

1179.80
22

for whatever work you may require such plant.

We are,
Dear Sir,
Yours faithfully,

AGENT DECAUVILLE PATENT
PORTABLE RAILWAY

---

has given to us of which I enclose a copy
It has

no 341 Cal 30-2-85

P. W. D. 6TH CIRCLE.

Pcc 3607

(1)

Recd 27/4/85
S.2

O.S.S. 99/4
C. 28/4/85.

Conf

C-28-4-85.

Class. D6

INDIAN TELEGRAPH.

Local No. 07393.

To (Station) Triplicane Madras

From (Station) Bombay

Words	Day.	Hour.	Minute.
24	24	13	7

Official Instructions. H79-F/43

To (Person) Under secretary to Govt P.W.D.

From (Person) Agent Dleauville aine

Regret we have no stock on hand we wrote you fully yesterday

Recd from L. N. At Hrs. Mts., By

Sent to L. N. At Hrs. Mts., By

Date

Telegraph Master

MADRAS 24-4-85

has given to us of which I enclose a copy
it has

341 Cal 20-2.85

Pre 691

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C.o. 1179/1180 d 19/5/85

No 653 C.	19-3-83
" 186 D.	26-1-85
" 1187 C.	23.6.83
No 3316 W.	15-12.82
" 3847 W.	18. do do
" 341 C.	20-2.85
" 489 C.	10-3.85
" 989 D.	21-4.85

O.S. 994
5.4.85

4.85

DECAUVILLE'S
PATENT PORTABLE RAILWAY
AND
ROLLING STOCK

4 Tamarind Lane
Bombay
Jan. 9 1885

From.

L. Deete C.E. Chief agent for Decauville's
Patent Portable Railways

To

Sec. to the Madras Government
P.W.D. Department
Madras

Dear Sir,

I beg to put before you the subject of Portable Railways. Our plant has now been used extensively in India & notwithstanding the cheap labour of this country has proved everywhere, even, when only a few hundred feet only were required a decided success.

Amongst the Executive Engineers who have adopted it Lt Col. Jacob the Exec. Engineer for Rajputana has given it the longest trial having adopted our system nearly since three years and as you will see from the certificate he has given to us of which I enclose a copy

It has

it has proved a most decided success.

I would therefore consider it a great favor if you would give our Portable railways a trial in the Madras Presidency for Government work.

In order to enable you to try our plant this is what I can propose to you:

I will send you half a mile or one mile of line with Rolling Stock *on trial*: you will use it during one month or six weeks in any of your works & if after that time it does not prove entirely satisfactory or if you find that the saving by the use of it is not great enough to justify the expenses I will take it back *without any charge* for use or accidental damage: you will simply have to pay the transport expenses from our works to the place of delivery all the return charges being *at my own expense*.

Such an offer I have no doubt will meet with your approval & I would of course not make it if I was not *certain* that the plant will be most valuable to you.

As I was telling you above it will answer *even in the smallest works* construction of Dak Bungalows transport of earth, of bricks in fact everywhere materials have to be transported whatever short may be the distance.

Should you actually have no work requiring one mile of line you might send a portion of it in different places & be able in this way to obtain several reports from different Engineers.

Since less than three years Lt Col Jacob has given us five different orders and he is now using in small & big works 800 waggons. The plant has been paid 5 times by the saving he has effected on his work & he has never wanted to ask for a credit from the State for this item over half a lack of rupees.

We are now supplying a line to the Bombay Dockyard & our lines are now used by 17 different constituents with daily increased success. Amongst our constituents are the Supreme Government, the Bombay Punjab Government the Sappers & Miners Executive Engineers &c. &c.

We would also be glad if you would try of one of our Patent portable steel bridges of which I enclo

I enclose a short description. They offer great advantages for India. The very light weight of the pieces which form them * enables them to be carried in ordinary country carts on the roughest ground. They are quickly & easily laid down without the use of special machinery as cranes &c. By my bridges formed of similar pieces whatever may be the size of the bridge wanted 10 ft or 2000 ft if a stock is kept a bridge of any length can be made at a moment's notice. Their great span (70 ft) enables them to be used during the rains on large rivers very economically simply supporting them by a boat every 70 ft.

* (the heaviest only weighs 3 cwt)

In Cochinchina in each district a stock of them is always kept & they give splendid results.

The Dutch Government has adopted them for Java and I have recently received an order for one of them from the Thakore of [illegible]

Our railway lines (the largest sizes) can be very advantageously used as feeders

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DECAUVILLE'S
PATENT PORTABLE RAILWAY
AND
ROLLING STOCK.

as feeders to big lines being placed on Road Side.

A most important question to which I call especially your attention is that of the Famine. In case of famine if a stock of our lines is kept in almost no time a steam tramway can be established on the side of any road it being possible with sufficient coolies to lay down 12 to 15 Miles in one day and even more if steam is not used. The paying weight of our waggons compared to the dead weight is most striking. In goods large waggons weighing T. 1½, T 5. of goods can be carried.

In the lighter ones well suited for storing as they are dismountable 3½ Tons can be carried & they only weigh 7½/10 of a Ton. Instead of a broad gauge line waggon which carries 10 Tons generally weighs at

24 JAN 85

least 5 Tons

On the meter guage the waggons also carry 87 maunds weigh 92 Maunds.

I hope you will be able to accept our offer for the small line we propose to give you on trial

& we remain

Dear Sir

Yours faithfully

(Decle agent

Encl

2 Est

1 Descript ledger

1 Copy certificate

No: 186 D. d/ 26th Jany/85.

Forwarded for remarks—

W.S.
24-1-85

W.

E. R.

E. S.

No. 1179. W

PUBLIC WORKS DEPARTMENT.

1179-85
37

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 19th May/85

READ the following

From

The Chief Agent for Decauville's Patent Portable Railways } (H.E. No.– d/ 9th Jany/85)

The S. Engineer I Circle — (" " 43 G.L. d/ 27th April/85)

The Supdg. Engineer II Circle (" " 1 G.L. d/ 7th April/85)

" Do do — III " (" " 6 " 1st April/85)

" Do do — IV " (" " 104/B.W. " 4th March/85)

" Do do — VI " (" " 1976 I.P. " 14th " ")

The Chief Agent for Decauville's Patent Portable Railways } (" " 108 " 23rd April/85)

The Government resolve to accept the offer of the Agent for Decauville's Portable Railways to take, on trial, one mile of line with rolling stock complete. It is considered that the trial can best be made on earthwork; the materials of the tramway being delivered at the P. W. Stores, whence they can be made available in any Circle in which suitable work on a large scale is in progress. Perhaps the work at the Red Hills Tank can be taken up. The Supdt of Works will report on this point.

As regards the Portable bridges, further information seems necessary; and the Agent will be addressed on the subject.

S.E.'s ✓ D 29/5/85
Supt of Works I. McLelme
Cl for S.

(H.E.

(H.E. No. 1180 W. d/19 May/85)

1179-80
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To L. Deele Esqre
Chief Agent
Decauville Patent
Portable Railway System

Sir

Adverting to your letters quoted in the margin*, I am directed to inform you that the Madras Government have resolved to accept the offer made by you of one mile of line with rolling stock, to be taken on trial, on the terms specified in your letter of the 9th Jany: 1885

* d/9th Jany: 1885.
No 108 d/23rd April 1885.

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Govt. of (1885) Madras

PUBLIC WORKS

21/5/85

G.O. 15 May No. 1722

1135

ecauville's Porta

Railway

ing the offer of the Agent

to take on trial one

line with rolling

complete and specifica-

tions for its delivery

ce.

ville's Portable

Railway

ing acceptance

take on trial one

ith rolling stock

further [illegible]

Jd 19th