

Govt. of Madras.

PUBLIC WORKS.

Dated

Recd.

Encl.

G.O. 2nd July 1890, No. 949 R.

System of accounts

Letter from the Govt. of India regarding the — to be introduced on the South Indian Railway from the 1st January 1891. Command to the Comptroller for Railways.

1/2

1/7

2ND JULY 1890, No. 948 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Consulting Engineer for Railways, dated Madras, 24th June 1890, No. 443.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 28th May 1890, No. 751.

In continuation of my letter No. 718 of the 21st instant, I have to ask what description of sleeper Government wish to be provided for the Tiruválúr-Mutupet Railway. We require to know this before indents are prepared.

2. Is it desired that a separate estimate should be prepared for the Tiruválúr-Mutupet section? If so, will you please return to me the estimate already submitted as it will be useful to the Chief Engineer in recasting the figures.

From the Chief Engineer, South Indian Railway, dated Trichinopoly, 14th June 1890, No. C 3578.

ENCLOSURE.

From the Chief Engineer, South Indian Railway, to the Agent, South Indian Railway, dated Trichinopoly, 14th June 1890, No. C 6/9.

[Your letter No. 8939-762 of this date].

I estimate the cost per mile of the different descriptions of permanent-way as under:—

	Per mile.
	RS.
1. Steel transverse sleepers	14,024
2. Pyngadu	13,288
3. Rectangular fir	10,671
4. Rectangular fir and pyngadu mixed	11,544

I recommend No. 2 for adoption on the Tiruválúr-Mutupet Railway as I do not consider, from our experience of transverse steel sleepers, that they are likely to be so durable as the pyngadu. We have had to remove some 7½ miles of this type from our line after they had been in from 3 to 4 years, and from the comparatively closer proximity to the sea air of the situation of the Tiruválúr-Mutupet line, I believe steel sleepers would deteriorate more rapidly than they have been found to do further inland.

Our experience of fir on this line also leads me to look upon them as much inferior to pyngadu.

Submitted for the orders of Government.

2. In the revised estimate of the Májavaram-Mutupet Railway submitted to Government with endorsement No. 25 A,*

* Embodied in G.O., No. 315 R., dated 1st March 1890. dated 11th January 1890, provision was made for steel transverse sleepers, but as the market prices of iron and steel had recently risen considerably, the question of substituting wooden for iron sleepers was

raised, and the Chief Engineer was asked to revise the estimate by allowing for rectangular creosoted fir sleepers. This officer was, however, unable to obtain reliable information regarding the cost of this description of sleeper, and in submitting a revised summary of the Tiruválúr-Mutupet section, estimated for pyngadu sleepers at Rs. 2-8-0 each.

3. The Chief Engineer now recommends pyngadu in preference to steel, in consequence of the proximity of the line to the coast being prejudicial to the durability of a corrosive metal like steel. The pyngadu sleeper is decidedly durable, and those laid in the Irrawaddy Valley line were found to be for the most part as good as ever, after being in the road for 7 and 8 years. Both types of sleepers make excellent roads and opinions regarding their merits are evenly balanced. The wooden rectangular sleeper is somewhat easier to pack, but when once properly ballasted both descriptions seem equally easy to maintain. The price of steel has recently fallen, and the difference in cost between the two kinds of sleepers is not so pronounced as formerly. The Chief Engineer estimates the present cost per mile of different descriptions of permanent-way as under:—

	Per mile.
	RS.
Steel transverse sleepers	14,024
Pyngadu	13,288
Rectangular fir	10,671
Rectangular fir and pyngadu mixed	11,544

4. As no decision has as yet been arrived at regarding the description of sleeper to be used on the line, early orders are requested in order that the Agent, South Indian Railway, may complete the home indents.

5. I concur in the opinion expressed by the Chief Engineer and recommend the adoption of pyngadu sleepers as cheaper than steel in the first instance, and as being more durable on a line under the influence of sea air than either steel or fir.

ORDER—dated 2nd July 1890, No. 948 R., Public Works.

The substitution of “pyngadu” for “steel transverse” sleepers on the Tiruválúr-Mutupet Railway is approved.

(True Extract.)

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

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.
„ „ Public Works Accounts.
„ Financial Department.
„ Local and Municipal Department.

Exd. A. Aubert.

Spare Copies

RAILWAY.
Govt. of {1890} Madras.
PUBLIC WORKS.

Dated July, 2nd.

Recd.

Encl.

G.O., 2nd July 1890, No. 948 R.

JULY.

Tiruvalur-Mutupet Railway

The substitution of "pyngadu" for
"steel transverse" sleepers on the —,
approved.

No 757

Letter to No 597 D 12/6/90

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 28th May 1890.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

*To Govt.
in India
No 375
28-5-90*

In continuation of my letter No 718
of the 21st instant I have to ask what description
of sleeper Government wish to be provided for the
Tiruvalur-Mutupet Railway. We require to know
this before tenders are prepared.

Is it desired that a separate estimate
should be prepared for the Tiruvalur-Mutupet
Section. If so will you please return to me the
estimate already submitted as it will be useful
to the Chief Engineer in recasting the figures.

I am

Sir,

Your most obedient servant,

William Betts.

Agent.

16

700
P.W. Enc 3
5995/90

Per Trivandrum Moulupet
Railway

Dated 28th May 1890
Received 29.5.90
No. 457
ENCLOSURE

From
THE AGENT,
South Indian Railway,
Trichinopoly.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

No. 63578

South Indian Railway,
CHIEF ENGINEER'S OFFICE

Mayavuram Moulupet Railway

SOUTH INDIAN RAILWAY,
Chief ENGINEER'S OFFICE,

Trichinopoly 14th June 1890

William S. Betts Esquire

Agent

Trichinopoly

Dear Sir,

Your letter No. 5939/762 of this date.

I estimate the cost per mile of the different descriptions of permanent way as under.

	Per mile.
1. Steel transverse sleepers.	Rs. 16,024.0.0
2. Pyngadu	13,288.0.0
3. Rectangular fir	10,671.0.0
4. Rectangular fir and pyngadu mixed.	11,544.0.0

I recommend No. 2 for adoption on the Trivallur. Moulupet Railway as I do not consider from our experience of transverse steel sleepers that they are ^{likely to be} so durable as the pyngadu. We have had to remove some 7 1/2 miles of this type from our line after they had been in from 3 to 4 years and from the comparatively closer proximity to the sea air of the situation of the Trivallur

Moulupet

W.S.B.

No. 63578

South Indian Railway.

38P

Mudupet line; I believe steel sleepers would deteriorate more rapidly than they have been found to do further inland.

Our experience of fir on this line also leads me to look upon them as ^{much} inferior to pynqadu.

Yours faithfully,

Daniel Dyer

~~To~~ Chief Engineer

W.D.

No. 63578

South Indian Railway,
CHIEF ENGINEER'S OFFICE,

TRICHINOPOLY, 14th June 1890

From

The CHIEF ENGINEER,
SOUTH INDIAN RAILWAY,

To

The Consulting Engineer
for Railways
Madras

Sir,

To save delay I have the honor to
forward herewith direct my letter to
the Agent re estimates for four differ-
ent types of permanent way.

The covering letter from the Agent
will follow.

I have the honor to be,

Sir,

Yours most obedt. Servant.

Francis J. Smith

Chief Engineer

Enclosure 1.

Recd
16.6.90
papers

PW Recd
5995/90

undelivered

1890

Madras.

AVS.

copy.

Recd

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 24th June 1890.

Letter from the Agent, South Indian
Railway, No. 751, dated 28th May 1890.

Letter from the Chief Engineer, South Indian
Railway, No. C 3578, dated 14th June 1890,
with enclosure.

No. 443

SUBMITTED for the orders of Government.

* Embodied in G. O. No. 315 R,
dated 1st March 1890.

Subject.—

2. In the revised estimate
of the Mayavaram Inturpet
Railway submitted to
Government with endorse-
ment No. 25^x A, dated
11th January 1890, provision
was made for steel
transverse sleepers, but
as the market prices of
iron and steel had
recently risen consider-
ably, the question of

Substituting

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 24th June 1890.

Letter from the Agent, South Indian
Railway, N^o 751, dated 28th May 1890.

Letter from the Chief Engineer, South Indian
Railway, N^o C 3578, dated 14th June 1890,
with enclosure.

No. 443

SUBMITTED for the orders of Government.

* Embodied in G. O. No 315 R,
dated 1st March 1890.

Subject.—

2. In the revised estimate
of the Mayavaram Inturpet²⁸,
Railway submitted to
Government with endorse-
ment N^o 25^{*} A, dated
11th January 1890, provision
was made for steel
transverse sleepers, but
as the market prices of
iron and steel had
recently risen consider-
ably, the question of

Substituting

substituting wooden
for iron sleepers was
raised, and the Chief
Engineer was asked to
revise the estimate by
allowing for rectangular
creosoted fir sleepers. -
This officer was however
unable to obtain reliable
information regarding
the cost of this descrip-
tion of sleeper, and in
submitting a revised
summary of the Tiruvalur
- Mutupet section, esti-
mated for pyngadu -
sleepers at Rs 2-8-0 each.

3. The Chief Engineer
now recommends pyngadu
in preference to steel,
in consequence of the
proximity of the line to
the Coast, being pre-

Judicial

Judicial to the durability,
of a corrosive metal like
steel. The pyngadu
sleeper is decidedly du-
rable, and those laid in
the Irrawaddy valley
line were found to be
for the most part as good
as even, after being in
the road for 7 and 8
years. Both types of
sleepers make excellent
roads and opinions
regarding their merits
are evenly balanced. The
wooden rectangular
sleeper is somewhat
easier to pack but when
once properly ballasted
both descriptions seem
equally easy to maintain.
The price of steel has
recently fallen, and the
difference

difference in cost between the two kinds of sleepers is not so pronounced as formerly. The Chief Engineer estimates the present cost per mile of different descriptions of permanent way as under

	Per mile
Steel transverse sleepers Rs	14,024
Pyangadu	13,288
Rectangular fir	10,671
Rectangular fir + pyngadu mixed	11,544

4. As no decision has as yet been arrived at, regarding the description of sleepers to be used on the line, early orders are requested in order that the Agent, South Indian Railway, may complete the home indents.

5. I concur in the opinion expressed by the Chief

Chief Engineer and recommend the adoption of pyngadu sleepers, as cheaper than steel in the first instance, and as being more durable on a line under the influence of sea air than either steel or fir.

Sidney Smith

Major R.E.

offg. Consgr. Engr. for Rly.

cell

Amos J. H. Carter C. S. 9

Special

For Orders.

Quadrant. Richmond
Lt Col. R. L.

Ag. J. Lee. Head. P. & D.

P.W. Cdn. 5995

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

To. Ans. 3152 21.3-90

No. 443

Dated 24

Received 25 } June 1890

No. of ENCLOSURES. 3

Subject.

As the Chief Engr. &
Consulting Engr. between us
'Pyngadu' in preference to
steel sleepers let them be
adopted. - S.S.
28/6/90

Submitting for the orders of Govt.,
a reference from the Agent,
S. S. Ry., as to the description
of sleeper to be provided for
the Tiruvallur-Mulpet Ry.

As I like to know what Pyngadu
is - I have been to the
works -

+ Apparently it is some
kind of hard-wood - see
from 15/6/90 C. 60 10/1/90
and from Ch. Engr. S. S. Ry.
with P. Engr. 355 H. 13/2/90

For
S.S.
30/6/90

26/6
R 30.6-90
R 30.6-90

10948R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 2nd July 190.

Read the following

Endorsement from
the Consulting Engr. } H.E. No. 443 of 24 June 90
for Railways -

The substitution
of "pyngadu" for "Steel
Transverse" sleepers on
the Tiruvallur-Mulpet
Railway is approved.

For S.S.
SforR

The Consulting Engr. for Ry.
Ex. 85 Ry. Secy.
do do do

9.250

A
No 948 R of 2nd July 190

10

Govt. of Madras.

PUBLIC WORKS.

1740

Dated

Recd.

Encl.

G.O. 2 July 1890 No. 948R.

Provincial-Mutual
Railway.

The substitution
of "pyramid" for
"steel transverse"
beams on the —
Approved.

100
6

190 57 20

+ Ck
Ker
pwa
had fr
with

26/6

230.6-90