

9995.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated

Recd.

Encl.

G.O. 3rd Nov 1890, No. 1683R.

Old Engine & Machinery

The sale by public
auction of —
Sanctioned.

10
13

3/11

1903/11

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

No. 704

Dated 25th

Received

} October 1890.

No. of ENCLOSURES.

Subject.

Letter from the Agent and
Manager, Madras Railway,
requesting sanction to sale
by public auction of 6 small
worn out tank engines.

A

No. 1683 R & B. Nov 1890.

3RD NOVEMBER 1890, No. 1683 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 4th May 1889, No. 504 R., Public Works.

Memorandum from the Consulting Engineer for Railways, dated Ootacamund, 26th April 1889, No. 214 A.

The undersigned has the honor to forward, for the information of Government, the correspondence relating to the sale advertised for the 1st proximo of certain engines and surplus wheels and axles the property of the Madras Railway.

2. The sale of these engines and wheels was sanctioned in minutes of meeting No. 1, dated 31st January 1889, but it is desirable that the grounds for the sale should be recorded in full, and as they were not embodied in the minutes above referred to, they are submitted to Government with a view to secure their record.

ENCLOSURES.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 27th April 1889, No. 493.

Adverting to your letter No. 331 A. of 12th instant regarding the sale of old locomotive engines to be held at Rayapuram, I have the honor to quote the following extract from the Acting Locomotive Superintendent's letter, No. A. 12920/290, dated 20th April 1889, which also alluded to the sale of wheels and axles referred to in your No. 331 of 11th idem:—

"Minute No. 41 of the official meeting held in your office on the 31st May 1883 gives authority for—

Allowing the 2 C.C. class engines to run down;
12 A. class

Replacing 8 of the A. class with new B₂ class;

the latter has, as you are aware, been done, 8 K. B₂ engines having been received from England in 1886, but since the date of the meeting it has been found that the condition of the T.C. class engines was not so good as was then anticipated, and as these engines are very limited in power and of obsolete type, it has been considered to be preferable that they, instead of the 12 B.A. class engines mentioned in the minute, should be allowed to run down and be finally sold, the B.A. class engines being converted into tank engines and utilized in their place.

"One C.C. class engine was, as you are aware, sold in January 1887 to His Highness the Nizam's Guaranteed State Railway; the second engine of this class is now advertised for sale together with four of the T.C. class, all of which are run down and are more or less in need of extensive repairs. The sale of these engines, therefore, appears to come within the spirit of the minute referred to though, as explained above, it has been considered advisable that the engines actually sold shall be of a different class than was then decided upon. With regard to this matter, I would refer you to paras. 9 and 10 of the half-yearly report for the latter half of 1885, and to para. 8 of the report for the second half of 1887."

Paras. 9 and 10 of the Locomotive Superintendent's report for half-year ending December 1885 read as follows:—

"In 1883-84 nine engines of the K.D. class being the smallest on the line, and no longer considered powerful enough to be useful for main line traffic, were sold as unserviceable and written off the stock. They were 28 years old and were finally worked as shunting engines until they could work no longer without being renewed at greater cost than they were worth; they were therefore condemned.

"The ten engines of the T.C. class are now in exactly similar case. They are 31 years old, have been used exclusively for shunting purposes for several years, their boilers and cylinders are now worn out, and it would cost a large sum to renew them. It is proposed that

they should be treated like the before-mentioned K.D. class and that their places should be taken by the 12 B.A. class which should be converted into tank engines for the purpose."

And I quote below para. 8 of the report for December 1887:—

"Forty-eight engines passed through the shops for repairs against respectively 28 and 40 for the preceding and corresponding periods. Of these, two were tender engines of the A. class practically worn out which have been rebuilt as tank engines designed to work branch trains and for shunting purposes. There are twelve of the A. class which will gradually, as they are rebuilt, take the place of the small T.C. class now so old and worn as to be no longer worth the excessive cost of maintaining them. The work of repairing engines is always greater in the second than the first half of the year, and the greater amount of work done in this than in the preceding half-year fully accounts for the difference and excess in money spent of Rs. 22,392."

I also have the honor to forward, herewith, a copy of the Acting Locomotive Superintendent's letter, No. A. 12920/32, dated 14th January, which was read at the official meeting.

From the Acting Locomotive Superintendent, to the Agent and Manager, Madras Railway Company, dated Perambur Works, 20th April 1889, No. A. 12920/290.

I write to place on record the facts with regard to the sale of five old engines and 934 pairs of wheels advertised to take place on the 1st proximo.

4. With regard to the wheels advertised for sale, these are of two types, viz., "high" wheels, solid wrought iron, 3 feet 9 inches diameter, and "Beypore" wheels, wrought iron rims and spokes with cast iron bosses 3 feet 6 inches diameter. The former were originally used under the old muster passenger stock and a few of the old classes of goods stock, but being 3 inches larger in diameter than the standard wheels, cannot be used under new stock without throwing the buffer centres too high. They are also very light in section and are not strong enough to carry the larger size axles necessary for the new pattern 10-ton stock. The "Beypore" wheels have cast iron bosses and were originally sent out for and put under some wagons that were built at Beypore before the South-West Line was opened through. I believe also some of them were used under construction ballast wagons.

5. The wagons and passenger stock under which both classes of these wheels were originally running have long since been condemned and broken up and have been replaced by new pattern stock. We have for many years been condemning the Beypore wheels for split bosses long before the wagons to which they belonged were broken up. Such of them as were sound have been allowed to run down under horse boxes, carriage trucks and other light stock until their tyres were done when they were condemned. The high wheels were treated in the same way; as old vehicles under which they were running were condemned, they were run down under ballast wagons and as they were found to have worn their tyres below the minimum standard, they were condemned.

6. Both "high" and "Beypore" wheels now advertised for sale are the accumulation of many years condemnations; they have been rejected because they are worn out, in addition to, and apart altogether from, the fact of their being of obsolete type. They have all been worked down, so that before they could be again utilized by this or any other Railway Company it would be necessary to fit new tyres to them all, and in nearly all cases to fit new axles as well. They have not, as a matter of fact, been offered as surplus stores to any of the other railways, but I am not of opinion that, even if this were done, there is the slightest probability of a sale being effected, as the wheels are entirely worn out and the cost of retyring and reaxling them would be far more than they are worth, especially since, as stated above, they are not of a type that could be used under any modern heavy stock.

7. The wheels have been standing at Rayapuram now for several years, and as the Board, in a recent communication, expressed a desire that the stock of stores should be reduced as much as possible, and that all surplus stores which could be spared should be got rid of, I wrote to Mr. Trevithick asking if he agreed with me in thinking that these wheels might be sold; he has expressed his assent to their sale, and since they are valueless except as old metal, I think it is to the Company's interest that they should be at once got rid of.

From the Acting Locomotive Superintendent, to the Agent and Manager, Madras Railway Company, dated Perambur Works, 14th January 1889, No. A. 12920/32.

[Sale of old locomotives.]

I beg to annex, for your information, a memorandum of five old locomotive engines Nos. T.C. 5, 17, 20 and 21 and C.C. 128 which I would suggest should be sold by auction.

These engines are all in a more or less bad state of repair and before they could be again put into running order it would be necessary to spend a considerable amount of money upon them which, as they are all of obsolete types, I do not recommend should be done.

2. I presume the General Storekeeper will arrange for their sale and that they should be run on to a temporary siding where purchasers will be at liberty to break them up in the same way as was done with the six engines sold in 1883—*vide* this office letter No. 2884/241 of June 1883.

3. I append a draft form of an advertisement and would suggest that the descriptive memorandum should also be printed for distribution to probable purchasers. Will you be kind enough to let me have a few copies of this memorandum and of the advertisement?

4. I will, on hearing from you that the sale of the engines is sanctioned, arrange with the Chief Engineer to have the temporary siding put in and will then send the engines down to Rayapuram.

Auction sale of old locomotive engines.

Messrs. _____ will sell by auction on behalf of the Madras Railway Company at _____ on the _____ at the Rayapuram Railway Station, Madras, five old locomotive engines of the following general description:—

Four engines—6-wheeled outside cylinders, 4 wheel coupled tank engines; gauge of wheels 5 feet 6 inches; cylinders 14 inches diameter by 20 inches stroke. Diameter of driving wheels 5 feet; weight about 21½ tons. (One engine stripped and in pieces deficient of boiler and certain other fittings).

One engine—6-wheeled outside cylinders, 4 wheel coupled tender engine; gauge of wheels 5 feet 6 inches; cylinders 15 inches diameter 22 inches stroke. Diameter of driving wheels 5 feet. Tender carried on 4 wheels; weight about 27-0 tons.

The engines are not in good repair but could be made available for driving machinery and stationary engines. Considered as old material the engines are valuable for the large quantities of copper plates, copper tubes, copper pipes and rods, brass tubes, pipes, boiler mountings, bearings, bushes, &c., together with Lowmoor iron boilers, frames, wheels, axles, &c.; engines have also steel tyres.

Purchasers will be allowed to take the engines to pieces on the Company's premises, and for this work a time not exceeding six months from date of sale will be allowed; any portion not removed by that time will be forfeited to the Company who will then make other arrangements for its disposal.

The purchase money to be paid in full before the engines or any portion of them are taken to pieces or removed.

The engines will be at the risk of the purchaser from the date of purchase and the Company will not be responsible for any subsequent loss by thefts, &c. The engines may be seen on application to the Locomotive Foreman at Rayapuram, who will also on application furnish intending purchasers with a descriptive memorandum of them.

Order—dated 4th May 1889, No. 504 R., Public Works.

Recorded.

(True Extract.)

(Signed)

C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper:—

From the Consulting Engineer for Railways, dated Madras, 20th October 1890, No. 704.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 23rd September 1890, No. 7013/1008.

[Sale of six old engines].

I have the honor to request that sanction may be communicated to me for the sale by public auction of six old and worn out engines, viz., five of the T. C. class and one T. B. class.

2. The T. C. class, originally ten in number, are small tank engines for many years used only for shunting purposes and hardly powerful enough even for that duty with the loads now common. All six engines are about 35 years old and of types not now worth the very large sum of money it would cost to render them again fit for service.

3. The sale of these engines has been contemplated for a long time; four of the T. C. class were sold in 1889 and the work performed by this class has been provided for by the conversion of the 12 A class engines to tank engines, now styled P. B. class, and used for shunting and branch trains.

4. In form XII of the accounts the total authorised stock of engines is laid down at 158 and there are now on the books 151 including the six laid by and now recommended for sale. Eight new engines of the A 2 class have been indented for and are expected to arrive in a few months from this date and it is proposed to reconstruct locally four more of the P. B. class after which the number on the books will be 157 against the authorised equipment of 158. There remains one more T. C. still at work which will also be allowed to run down and will be offered for sale as soon as it is unfit for further service.

5. The engines to be sold will not probably realise more than their value as old material; the last lot sold for Rs. 2,150 each, at which rate these may be expected to realise about Rs. 13,000.

Submitted for the sanction of Government.

2. The Agent and Manager, Madras Railway, requests sanction for the sale by public auction of six small worn out tank engines, viz., five of the T. C. class and one T. B. class. There were originally ten engines of the former class on the line, four of which were sold in 1889 and the remaining one will be allowed to run down and offered for sale when unfit for service. They are only used for shunting purposes and are hardly powerful enough for that with the loads now common.

3. These engines are about 35 years old and of types not now used; they are not worth the very large sum of money it would cost to render them fit for service.

4. The proposed sale of the six engines will reduce the stock on the line from 151 to 145, but the addition of eight new engines of the A₂ class shortly expected to arrive from England together with four P. B. class engines proposed to be reconstructed locally will raise the number in the books to 157 against an authorised stock of 158.

5. The engines to be sold are not expected to realise more than their value as old material, about Rs. 13,000 in all, the last lot having sold for Rs. 2,150 each.

ORDER—dated 3rd November 1890, No. 1683 R., Public Works.

Sanctioned.

(True Extract.)

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

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

Exd. A. Aubert.
Spare Copies

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

Dated November, 3rd.

Recd.

Encl.

G.O., 3rd Nov. 1890, No. 1683 R.

NOVEMBER.

Old Engines, Madras Railway

The sale by public auction of six —, sanctioned.

Letter to Agent Manager
Madras Railway No. 331 dated
11 April 1889.
Do - do - No. 331 A 27 12 April 1889.
Endorsement from do - do -
No. 470 of 23 April 1889.
Letter from - do - do - No. 493
dated 27 April 1889 with 2 en-
closures.

Office of Consulting Engineer for Ry.
Catacamund 26 April 1889.

No. 214.A.

Memorandum

The undersigned has the
honour to forward for the
information of Govern-
ment the correspondence
relating to the sale adver-
tised for the proximo
of certain engines and ac-
cessories plus wheels and axles
the property of the Madras
Railway.

2. The sale of these engines
and wheels was sanctioned
in Minutes of Meeting No. 1
dated 31st January 1889,
but it is desirable that
the grounds for the sale
should be recorded in

full

full - and as they were
not embodied in the
Minutes above referred
to they are submitted
to Government with a
view to secure their record.

L. Smith C.E.

Consulting Engineer for Railways

To

The Joint Secretary to Govt.

P. W. Dept. Ry. Branch

Form No. 3
No. 504 R of 4th May 1889.

1/5/9
1st
30/4/9
Recorded.

C.L.S.
30. 4. 9.
R

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 2147.
Dated 26 } April 1889.
Received 14.5.89

No. of ENCLOSURES. 4

Subject.

Submitting for the in-
formation of Government cor-
respondence relating to the
sale advertised on the 1st
propos of certain engines re-

B

No. 504 R of 4th May 1889.

(No. L.)

No. 493.

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 27th April 1889.

From

The Agent and Manager. M. R. Co.

To

The Consulting Engineer for Railways.

SIR,

Referring to your letter No. 331 A
of 12th instant regarding the sale of old loco-
motive engines to be held at Rayapetam, I
have the honour to quote the following extract
from the Acting Locomotive Superintendent's
letter No. A 12920 dated 20th April 1889 which also
alluded to the sale of wheels and axles referred
to in your No. 331 of 11th idem.

Alluded to in the official meeting
held in your office on the 31st May 1888 gives
"authority for

allowing the 2 C.C. class engines to run down
" " 12 A. class " " "

replacing 8 of the A. class with new B₂ class;
" the latter has, as you are aware, been done,
" & H. B₂ engines having been received from
" England in 1886, but since the date of the meeting

2 350
"it has been found that the condition of the J. C.
"class engines was not so good as was then
"anticipated, and as these engines are very
"limited in power and of obsolete type, it has
"been considered to be preferable that they, instead
"of the 12 B. A. class engines mentioned in the
"minute, should be allowed to run down and
"be finally sold, the B. A. class engines being
"converted into tank engines and utilized in
"their place.

"One C. C. class engine was, as you are
"aware, sold in January 1887 to His Highness
"the Sultan's Guaranteed State Railway; the
"2nd engine of this class is now advertised for
"sale together with 4 of the J. C. class, all of which
"are run down and are more or less in need of
"extensive repairs. The sale of these engines, there-
"fore, appears to come within the spirit of the
"minute referred to though, as explained above,
"it has been considered advisable that the engines
"actually sold shall be of a different class than
"was then decided upon. With regard to this
"matter, I would refer you to paragraphs 9 & 10
"of the half yearly report for the latter half of 1885
"and to paragraph 8 of the report for the 2^d half
"of 1887."

4 SP

Paragraphs 9 and 10 of the Locomotive Superintendent's report for half year ending December 1885 read as follows:-

"In 1883-84 nine engines of the H. D. class "being the smallest on the line and no longer con- sidered powerful enough to be useful for main line traffic, were sold as unworkable and written off the stock. They were 28 years old and were finally worked as shunting engines until they could work no longer without being renewed at greater cost than they were worth; they were there- fore condemned.

"The 10 engines of the S. C. class are now in exactly similar case. They are 31 years old, have been used exclusively for shunting purposes for several years, their boilers and cylinders are now worn out, and it would cost a large sum to renew them. It is proposed that they should be treated like the before-mentioned H. D. class and that their places should be taken by the 12 B. A. class which should be converted into tank engines for the purpose."

and I quote below paragraph 8 of the report for December 1887:-

48 engines passed through the shops for repair

MADRAS RAILWAY.

From

The Agent and Manager.

The Consulting Engineer

for Railways.

188

Dated

No.

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

188

No.

Recd.

Dated

To

From

against respectively 28 and 40 for the preceding and corresponding periods. Of these, two were tender engines of the A. class practically worn out which have been rebuilt as tank engines, designed to work branch trains and for shunting purposes. There are twelve of the A. class which will gradually, as they are rebuilt, take the place of the small T.C. class now so old and worn as to be no longer worth the excessive cost of maintaining them. The work of repairing engines is always greater in the second than the first half of the year and the greater amount of work done in this than in the preceding half year fully accounts for the difference, and excess in money spent, of Rs. 22,392.

I also have the honour to forward herewith a copy of the Acting Locomotive Superintendent's letter No. 12920/82 dated 14 January which was read at the official meeting.

I have the honour to be,
Sir,

Your most obedient Servant.

Francis R. Hanna
Agent & Manager.

REGISTER	
No. 493	FILE
No.	

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 27 April

1889

No. 493.

Regarding the

sale of old loco

engines

etc.

May 1889

Madras Railway

Locomotive Superintendent's Office
Perambur Works 20 April 1889.

The Agent and Manager,

My dear Sir,

I write to place on record the facts with regard to the sale of 5 old engines and 934 pairs of wheels advertised to take place on the 1st proximo.

Minute No. 41 of the official Meeting held in your office on the 31st May 1883 gives authority for

allowing the 2 C.C. class engine to run down

12 A. class engines

replacing 8 of the A. class with new B₂ class; the latter has, as you are aware, been done, 8 K.B₂ engines having been received from England in 1886, but since the date of the meeting it has been found that the condition of the J.C. class engines was not so good as was then anticipated, and as these engines are very limited in power and of obsolete type it has been considered to be preferable that they, instead of the 12 B.A. class engines mentioned in the minute, should be allowed to run down and be finally sold, the B.A. class engines being converted into tank engines and utilized in their place.

One C.C. class engine was,

why B.A.

as you are aware, sold in January 1887 to H.M. the Mysore Guaranteed State Railway, the 2^d engine of this class is now advertised for sale together with 4 of the J.C. Class, all of which are run down and are more or less in need of extensive repairs. The sale of these engines, therefore, appears to come within the spirit of the minute referred to though, as explained above, it has been considered advisable that the engines actually sold shall be of a different class than was there decided upon. With regard to this matter, I would refer you to paragraphs 9 and 10 of the half yearly report for the latter half of 1885 and to paragraph 8 of the report for the 2^d half of 1887.

With regard to the wheels ad-
 4. vertised for sale, these are of 2 types, viz. "high" wheels, solid wrought iron, 3'-9" dia. -meter, and "Beyport" wheels, wrought iron rims and spokes with cast iron bosses, 3'-6" diameter. The former were originally used under the old muster passenger stock and a few of the old classes of goods stock, but being 3" larger in diameter than the standard wheels, cannot be used under new stock without throwing the buffer centres too high. They are also very light in section and are not strong enough

(No. 12)
 3,000-1-1-78.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
 for Railways.

Dated

1887

Recd.

No.

to carry the larger size axles necessary for the new pattern 10-ton stock. The "Beyport" wheels have cast iron bosses and were originally sent out for and put under some wagons that were built at Beyport before the South West line was opened through. I believe also some of them were used under construction Ballast Wagons.

5. The wagons and passenger stock under which both classes of these wheels were originally running have long since been condemned and broken up and have been replaced by new pattern stock. We have for many years been condemning the Beyport wheels for split bosses long before the wagons to which they belonged were broken up. Such of them as were sound have been allowed to run down under Horse Boxes, Carriage Trucks and other light stock until their tyres were done when they were condemned. The high wheels were treated in the same way; as old vehicles under which they were running were condemned, they were run down under Ballast Wagons and as they were found to have worn their tyres below the minimum standard they were condemned.

6. Both "High" and "Beyport" wheels

(No. 12)

3,000-1-1-78.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

187

Dated

Recd.

No.

now advertised for sale are the accumu-
 -lation of many years condemnations;
 they have been rejected because they are
 worn out, in addition to, and apart alto-
 gether from the fact of their being of
 obsolete type. They have all been worked
 down, so that before they could be again
 utilized by this or any other Railway
 Company it would be necessary to fit new
 types to them all, and in nearly all cases
 to fit new axles as well. They have not
 as a matter of fact been offered as surplus
 stores to any of the other Railways, but
 am not of opinion that even if this were
 done, there is the slightest probability of
 a sale being effected, as the wheels are
 entirely worn out and the cost of retyring
 and reaxling them would be far more
 than they are worth, especially since, as
 stated above, they are not of a type
 that could be used under any modern
 heavy stock.

The wheels have been standing
 7. at Rayapuram now for several years, and
 as the Board in a recent communi-
 cation expressed a desire that the
 stock of stores should be reduced
 as much as possible and that all
 surplus stores which could be spare

(No. 12.)

3,000-1-1-78.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

No.

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]

should be got rid of. I wrote to Mr. Tre-
 withick asking if he agreed with me
 in thinking that these wheels might be
 sold; he has expressed his assent to their
 sale, and since they are valueless except
 as old metal, I think it is to the
 Company's interest that they should
 be at once got rid of.

Yours faithfully
 C. E. Phipps
 Loco Superintendent

1 True Copy

[Signature]
 Agent & Manager
 N: 470

The Consulting Engineer for Railways
 for information with reference to
 his letter N: 331A of the 21st inst.

Madras
 23 April
 1889

Recent papers in Copy
 Old papers marked & submitted
 H.S.

(No. 12)

8,000-1-1-75.

MADRAS RAILWAY.

To
 The Agent and Manager
 The Consulting Engineer
 for Railways.

Dated
 Recd.

No.

187

Madras Railway Company.
Locomotive Superintendent's Office
Perambur Works, 14th January 1889.

A/12920
32

The Agent and Manager.

My dear Sir, Sale of old Locomotives.

I beg to annex for your information a memorandum of 5 old Locomotive Engines nos J.C. 5, 17, 20 & 24 and C.C. 128 which I would suggest should be sold by auction. These engines are all in a more or less bad state of repair, and before they could be again put into running order it would be necessary to spend a considerable amount of money upon them which, as they are all of obsolete types, I do not recommend should be done.

I presume the General Store-keeper will arrange for their sale and that they should be run on to a temporary siding where purchasers will be at liberty to break them up in the same way as was done with the 6 engines sold in 1883 vide this office letter No. $\frac{28824}{241}$ of June 1883.

I append a draft form of an advertisement and would suggest that the descriptive memorandum should



(No. 12.)
MADRAS RAILWAY.

The Agent and Manager

The Consulting Engineer.

for Railways.

Dated 23rd April

1889

Recd.

No.

470

Regarding the sale
of old engines and
wheels

1230

also be printed for distribution to probable purchasers. Will you be kind enough to let me have a few copies of this memorandum and of the advertisement.

I will, on hearing from you that the sale of the Engines is sanctioned, arrange with the Chief Engineer to have the temporary siding put in and will then send the Engines down to Rayapuram.

Yours faithfully
Signed C. E. Phipps
Ag. Loco Superintendent

1st Two Copy

Francis A. Hanna
Agent & Manager.

Auction Sale of old Locomotive Engines.

Messrs: will sell by auction
on behalf of the Madras Railway Company
at on the at the Rayapuram
Railway Station Madras 5 old Locomotive
Engines of the following general description:-

4 Engines. 6 wheeled outside cylinders 4 wheel coupled
tank engines. Gauge of wheels 5' 6". cylinders
14" dia: by 20" stroke. Diameter of driving
wheels 5 feet; weight about 21 1/4 tons. (One
Engine stripped and in pieces, deficient of
boiler and certain other fittings).

1 Engine. 6 wheeled outside cylinders, 4 wheel coupled
tender engine; gauge of wheels 5' 6" cylinders
15" dia: 22" stroke. Diameter of driving wheels
5' 0" Tender carried on 4 wheels. weight
about 27-0 tons.

The engines are not in good re-
pair but could be made available for driving
machinery and stationary engines. Con-
sidered as old material the engines are
valuable for the large quantities of Cop-
per plates, copper tubes, copper pipes and
rods, brass tubes, pipes, boiler mountings,
bearings, bushes, &c. Together with Lowmoor
iron boilers, frames, wheels, axles, &c. Engines
have also steel tyres.

Purchasers will be allowed to
take the Engines to prices on the Company's

premises, and for this work, a time not exceeding six months from date of sale will be allowed; any portion not removed by that time will be forfeited to the company who will then make other arrangements for its disposal.

The purchase money to be paid in full before the engines or any portion of them are taken to pieces or removed.

The engines will be at the risk of the purchaser from the date of purchase and the company will not be responsible for any subsequent loss by theft, &c. The engines may be seen on application to the Locomotive foreman at Rayapuram who will also on application furnish intending purchasers with a descriptive memorandum of them.

(No. I.)

5,000-14-11-85.

No. 7013
1008

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 23rd September 1890

From

The Agent and Manager.

M. R. Co.

To

The Consulting Engineer for Railways.

SIR,

Sale of 6 old engines

I have the honour to request that sanction may be communicated to me for the sale by public auction of 6 old and worn out engines viz. 5 of the T.C. class and one T.B. class.

2 The T.C. class originally 10 in number, are small tank engines for many years used only for shunting purposes and hardly powerful enough even for that duty with the loads now common. All 6 engines are about 35 years old and of types not now worth the very large sum of money it would cost to render them again fit for service.

The

3 The Sale of these engines has been contemplated for a long time, 4 of the T.C. class were sold in 1889 and the work performed by this class has been provided for by the conversion of the 12 A class engines to tank engines, now styled P.B class, and used for shunting and branch trains

4. In form XIII of the accounts the total authorised stock of engines is laid down at 158 and there are now on the books 151 including the 6 laid by and now recommended for sale. 8 new engines of the A2 class have been indented for and are expected to arrive in a few months from this date and it is proposed to reconstruct locally 4 more of the P.B. class after which the number on the books will be 157 against the authorised equipment of 158. There remains one more T.C. still at work which will also be allowed to run down and will be offered for sale as soon as it is unfit for further service.

5 The engines to be sold will not probably realise more than their value as old material, the last lot sold for £2,150/- each

3
188
each at which rate these may be expected
to realise about Rs 13,000/-

I have the honour to be
Sir

Your most obedient servant

W. L. L. L.

Ag. Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.



MADRAS RAILWAY.

The Agent and Manager.

From

To

The Consulting Engineer

for Railways.

Dated 23rd September 1890

Recd. 25.9.90

Abel

No. 2013

1008

Shipping for
auction to sell
bald worn out
Engines.

Ru
M.

There have been
removed from the case
Locomotive Engines Nos
138, 15 of 94.
Railway. The put up
and should be put up
with the originals of
Jono 1683 R & 3. 11. 90
to which they relate

31.5.01

Dally G. S. S.

REGISTER
No. 1208
FILE
No. 1

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

Form No. 21.

P. W. D., RAILWAY BRANCH.

CONSULTING ENGINEER'S OFFICE.

SERIAL
No. 109

Madras 25th September 1890.
No. 2135.

OFFICE NOTE.

Subject. LETTER from the Agent and Manager Madr Railway,
No. 7013, dated 23rd September 1890, forwarded to the
Examiner of Railway Accounts for favor of
his review.

Edinburgh
Major R.E.,

for Off Consulting Engineer for Railways.

The whole of the books
relative to the 158 books
be looked up. As will
be made a piece of
the can. What does the
authorised stock of 158
engines mean: does it
mean that there were at
one time 158 engines in the
line & if so why was the stock
cleared to 151-150

EXAMINER'S REPLY.

There is no objection to the engines being
sold if approved by Govt. to be used at O.M.
then replacement will be against Revenue

C.R.
6-10-90

pages 11
11

The engine stock on the h. R. previous to 2/77 consisted of a total number of 128 locos. In Jan^r 77 the h. R. was allowed to telegraph home for 10 engines (vide India's No 77 R S 15 Jan^r 77 embodied in G.O. No 216 S 22 Jan 77) and in March of the same year sanction was accorded to an indent for 20 engines additional to the 10 above referred to. (vide India's 886 R d 24th March 77 G.O. 1186 S 6 April 77). This brought the engine strength to 158 engines as reported in para 11 of R's endorsement No 120 S 21st Feb 1877 embodied in G.O. No 766 S 6th March 90. The authorized stock has not been altered since this time.

These 20 engines were charged against capital under two estimates amounting to Rs 7,20,000, and Rs 3,60,000 vide R's letters Nos 1874 S 3 Nov 77 and 1892 S 6. Nov 77. In 2/80 an engine (tank) was transferred to the Plant Shop as a stationary engine, capital being credited with Rs 19,151-6-5 under Stores

Rolling stock capital credited	27,151-6-5
Loco Shop plant debited capital	8000
depreciation	19,151-6-5
Balance debited balance	

according to the Revenue Books
 On 2/84, eight tank engines were
 sold by public auction, and
 Capital credited with the proceeds
 Rs 10,096.9.2
 under store (India's 246-52 A.G.R.
 of 19th Oct 1878). From 90.824 R 8
 7th Aug 84 it would appear that
 six out of the eight engines were
 auctioned in the 1/2 year ending
 31st Dec. 1883

In 1/87 an engine was sold to
 the S.M.R. at a cost of Rs 8000
 which was credited to Capital
 In 2/88 five engines were
 condemned and sold by auction
 in May 1889.

The total number of engines
 which have been charged to
 Capital is 157, as the cost of
 the locomotive used as a stationary
 engine has been adjusted. Of
 this number 14 have been sold
 and one destroyed at Papagni, and
 have been replaced by 9 new
 locos. thus reducing the number
 on the list to 151.

There were originally 10 T.C. Class
 Engines and 2 T.B. class engines
 on the line, but four of the
 latter have already been sold.

A. His letter may be submitted
 for the sanction of Govt. The
 new engines are about 12 years from
 lay down so nothing must be said
 about them if they had not

been ordered I would have been
 inclined to refuse sanction the
 purchase of these 2 each half
 year. Then the can come back from
 Govt. I will accept the letter in reply
 to Govt. & leave again. The
 number of engines has been allowed
 to run down too low and now 12 are
 to be ordered all at once these

up with all revenue forecast. The 12 engines will be half
 and not less than Rs 4,00,000 are in way of which will
 have to be cleared off in one half year & in at least 2 half
 years.

13/10/89

Engine stock on the Madras Railway.

Half year	Total Authorized stock				Total stock on the list at the end of the half year				Remarks.
	Tank	Passenger	Goods	Total	Tank	Passenger	Goods	Total	
1/77	20	2	106	128	20	2	106		
2/77	20	2	136*	158	20	2	128	158	*30 additional engines sanctioned
1/78	20	2	136	158	20	2	136	158	vide G.O. No. 216 + 1136 S. 22.1.77
2/78	20	2	136	158	20	2	136	158	and 6.4.77 respectively.
1/79	20	2	136	158	20	2	136	158	
2/79	20	2	136	158	19*	2	137*	158	*No 9 tank engine destroyed at Papagni
1/80	19	2	137	158	19	2	137	158	Bridge accident, and renewed as No 9 goods engine
2/80	19	2	137	158	18*	2	137	157	*Engine No. 11 transferred to Plant Shop as a stationary engine
1/81	19	2	137	158	18	2	137	157	
2/81	19	2	137	158	18	2	137	157	
1/82	19	2	137	158	18	2	137	157	
2/82	19	2	137	158	18	2	137	157	
1/83	19	2	137	158	18	2	137	157	
2/83	19	2	137	158	18	2	137	157	
1/84	19	2	137	158	18	2	137	157	
2/84	19	2	137	158	18	2	137	157	
1/85	19	2	137	158	10*	2	137	149	*Engines Nos 7, 8, 10, 12, 13, 14, 15, 16 condemned and sold by auction
2/85	19	2	137	158	10	2	137	149	
1/86	19	2	137	158	10	2	137	149	
2/86	19	2	137	158	10	2	145*	157	*For replacement of the 8 tank engines sold in 1/85.
1/87	19	2	137	158	10	2	144*	156	*Engine No 127 sold to H.H. the M.G.S.R.
2/87	19	2	137	158	12*	2	142*	156	*2 Goods engines Nos 25 and 32 were converted into tank engines
1/88	19	2	137	158	14*	2	140*	156	*2 Goods engines Nos 27 + 34 were converted into tank engines
2/88	19	2	137	158	12*	2	137*	151	*2 Goods converted into tank engines, and 4 tank + 1 goods engines condemned.
1/89	19	2	137	158	14*	2	135*	151	*2 goods converted into tank engines
2/89	19	2	137	158	16*	2	133*	151	*2 goods engine converted into tank engines.

PUBLIC WORKS DEPARTMENT.

Madras, 20 October 1890.

Letter from the Agent and head agents
 Madras Railway No 7013 dated 23
1008
 September 1890.

No. 704

SUBMITTED for the sanction of Government.

2. The Agent and head agents
 Madras Railway requests
 sanction for the sale by
 public auction of 6 steam all
 wheel rail engines, viz
 5 of the T.C. class and 1
 T.B. class. There were
 originally 10 engines of the
 former class on the line,
 4 of which were sold in 1889
 and the remaining one will
 be all used to run down
 and offered for sale —

when unfit for service.
They are only used for
shunting purposes and are
hardly powerful enough
for that with the loads
now common.

3. These engines are about
35 years old and of types
not now used, they are
not worth the very large
sum of money it would
cost to render them fit
for service.

4. The proposed sale of
the 6 engines will reduce
the stock on the line from
151 to 145, but the addition
of 8 new engines of the A₂
class shortly expected
to arrive from England
together with 4 P.B. class
engines proposed to

be reconstructed locally
will raise the number
in the books to 154 against
an authorised stock of 158.

5. The engines to be sold
are not expected to
realise more than their
value as old material
about Rs 13,000 in all, the
last lot having sold
for Rs 2150 each.

Siddington
Major R.

For offg. civ. eng.
for Reg.