

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 1042 R

DATED 22nd July

[Despatch Abstract.]

Goods Vehicles.

Letter from the Govt of India approving of proposal regarding the increase in the maximum load of — on the South Indian Railway, Communicated to the agent for information.

[illegible][illegible]

Will you please let me know if the adoption of this proposal receives the sanction of Government?

ENCLOSURE.

EXTRACT from letter from the Managing Director, to the Agent, dated London, 12th February 1892, No. 52.

[Revised Standard Dimensions.]

This subject to which reference is made in your letters Nos. 44 and 70 was referred to the Consulting Engineer and a copy of that officer's report, dated 1st February 1892, is now forwarded for information.

The maximum load on the rails due to one pair of wheels was by the old regulations 4½ tons or 9 tons per wagon. By the new regulations under Government of India Circular No. 12 (Railway), 1st August 1891, it is 6 tons per pair of wheels or 12 tons per wagon.

Sir George Bruce, after consultation with Mr. Crighton, the Company's Locomotive Superintendent, who is now at home on leave, is of opinion that the Company's ordinary wagon with a same time he considers that for reasons given it would be best to mark the load to be carried on each wagon as if the Government regulation limit was 11 tons instead of 12 tons, that is to say the load marked should be 11 tons *minus* the weight of the wagon itself including the 4½ tons, this will permit of the load being increased to 6½ tons, and, in the case of other wagons proportionately increased, always provided of course that the capacity of the wagon is capable of containing the increased bulk.

Some special stock, such as cotton wagons where the wheel base is 12 feet, the same as passenger carriages, will have to be subject to special regulations which should be fixed by the Locomotive Superintendent on the spot. These recommendations however do not apply to the Nellore stock taken over by the Company, which, in the opinion of the Locomotive Superintendent, is not capable of carrying the additional load which under the new regulations is now permissible. It is not considered that the above increase in paying loads will necessitate any revision of the maximum loads of engines shown in the working time book.

The Board concurs in the views of the Consulting Engineer and you are authorised with the approval of Government to increase the paying loads of the goods vehicles accordingly subject to the report of the Acting Chief Engineer, which it is understood has been called for permitted.

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, dated 6th June 1893, No. 319 D.

The South Indian Railway propose, in consequence of deficiency of goods stock, to increase the total loads on their wagons to 11 tons.

The maximum gross loads permitted in 1886 = 4½ tons on any pair of wheels; the maximum gross loads under circular 7 of 1892 = 6 tons on any pair of wheels. In neither case is any minimum diameter of axle or length and diameter journal given.

The journals in the stock, on which the proposed increased load is to be carried, are 6½" × 3".

The number of wagons affected by the proposed increased load will be 2,697, giving an increased capacity of 1,375 tons.

On 368 wagons, which will be supplied with new journals 7" × 3¼", there will be an increase of 406 tons carrying capacity.

The average failure of axles for the past two years is .37 per cent. on the above-mentioned vehicles.

The proportion of mixed and purely goods trains is .23 and .67.

The following details give the weights which will obtain under the present and proposed loads.

I think, notwithstanding the opinion of the Agent, Locomotive Superintendent, and Sir G. Bruce, that the loads should not be increased because of the impossibility of ascertaining the actual load put into wagons where not run over a weigh bridge, also the great number of mixed trains in which failure of an axle due to the increased loads would endanger the lives of the passengers and lastly that new rolling-stock with 7" × 3¼" journals are now being made.

I request the favour of your orders.

ENCLOSURE.

Vehicle.	Minimum diameter of axle (centre).	1 hameter journal.	Tare.	Present load.	Total.	Proposed load.	Total.	Number of plates in each spring, 3" 5" X 3".
	IN.	IN.	T. CWT.	T. CWT.	T. CWT.	T. CWT.	T. CWT.	1 1/2 1 1/2
Goods brake, S.I.R. ..	4 3/8	3 1/8	6 16 0	4 10 0	11 6 0	5 0 0	11 16 0	0 7 0 X 4' 3"
" " V.G. ..	4 3/8	3 1/8	6 13 0	4 10 0	11 3 0	5 0 0	11 13 0	0 8 0 X 4' 3"
" covered, wood ..	4 3/8	3 1/8	3 16 0	6 0 0	10 0 0	6 10 0	10 6 0	9 1 0 X 3' 5"
" " iron, S.I.R. ..	4 3/8	3 1/8	4 0 0	6 0 0	10 12 0	6 10 0	11 2 0	9 1 0 X 3' 5"
" " " V.G. ..	4 3/8	3 1/8	4 19 0	6 0 0	10 19 0	6 10 0	11 9 0	9 1 0 X 3' 5"
" " " " ..	4 3/8	3 1/8	3 9 0	6 0 0	9 9 0	6 10 0	9 19 0	9 1 0 X 3' 5"
" " " " ..	4 3/8	3 1/8	3 17 0	6 0 0	10 4 0	6 10 0	10 7 0	9 1 0 ..
High-sided wagon, S.I.R. ..	4 3/8	3 1/8	4 4 0	6 0 0	10 4 0	6 10 0	10 14 0	9 1 0 ..
" " " iron, S.I.R. ..	4 3/8	3 1/8	3 3 0	6 0 0	9 3 0	6 10 0	9 13 0	9 1 0 ..
" " " " V.G. ..	4 3/8	3 1/8	3 5 0	6 0 0	9 5 0	6 10 0	9 15 0	9 1 0 ..
Ballast trucks, S.I.R. ..	4 3/8	3 1/8	3 5 0	6 0 0	9 12 0	6 10 0	10 2 0	9 1 0 ..
" " " iron, S.I.R. ..	4 3/8	3 1/8	3 12 0	6 0 0	8 2 0	6 10 0	9 12 0	9 1 0 X 3' 5"
" " " " V.G. ..	4 3/8	3 1/8	3 2 0	4 0 0	9 3 0	6 10 0	11 13 0	9 1 0 X 3' 5"
Timber trucks 11' ..	4 3/8	3 1/8	5 3 0	5 10 0	9 14 0	6 10 0	10 14 0	9 1 0 ..
Gunpowder van, S.I.R. ..	4 3/8	3 1/8	4 4 0	10 0 0	13 8 0	..	..	0 0 7 X 2' 9"
Cattle truck ..	4 3/8	3 1/8	3 8 0	5 0 0	9 3 0	..	..	0 0 7 ..
Boiler truck, 6 wheels ..	4 3/8	3 1/8	4 3 0	6 0 0	8 15 0	..	..	9 1 0 X 3' 5"
Powder van, C.N.S.R. ..	4 3/8	3 1/8	2 15 0	4 10 0	9 0 6	..	..	10 1 0 X 3' 5"
Platform wagon, C.N.S.R. ..	4 3/8	3 1/8	4 16 0	10 0 0	17 17 0	..	..	0 0 7 X 2' 9"
Cotton trucks, 4 wheel ..	4 3/8	3 1/8	7 17 0	5 15 0	8 19 0	..	..	0 0 7 X 2' 9"
" " 6 ..	4 3/8	3 1/8	3 4 0	6 0 0	8 16 0	..	..	9 1 0 ..
Covered goods, C.N.S.R. ..	4 3/8	3 1/8	2 16 0	5 10 0	9 2 0	4 10 0	8 2 0	9 1 0 ..
Ballast trucks ..	4 3/8	3 1/8	3 12 0	12 0 0	19 14 0	..	..	9 1 0 ..
Timber trucks, 22' ..	4 3/8	3 1/8	7 14 0	5 15 0	8 19 0	..	..	0 0 7 X 2' 9"
" " bogie ..	4 3/8	3 1/8	3 4 0	..	..	..	..	..
" " C.N.S.R. ..	4 3/8	3 1/8	..	..	..	..	..	..

From the Under Secretary to the Government of India, Public Works Department (Railway Stores), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 10th July 1893, No. 239 R.S.

I am directed to acknowledge the receipt of your letter No. 319 D., dated the 6th June 1893, forwarding copies of correspondence from the Agent, South Indian Railway, and his Board of Directors on the subject of increased loads for each description of goods vehicles of that line.

2. In reply, I am to convey the approval of the Government of India to the proposal to put 5 tons on each axle so long as the journals gauge to 3"; but, in marking the carrying capacity of the wagon stock, the reduction by wear should not be overlooked.

ORDER—dated 22nd July 1893, No. 1042 R., Public Works.

Communicated to the Agent, South Indian Railway, for information.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway,
through the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated July, 22nd.

Recd.

Encl.

G.O., 22nd July 1893, No. 1042 R.

JULY.

Goods Vehicles

Letter from the Government of India approving of proposal regarding the increase in the maximum load of — on the South Indian Railway, communicated to the Agent for information.

South Indian Railway

Extract from letter from the
Managing Director to the Agent
dated London 12th February, 1892, No. 1042 R.

Revised Standard Dimensions

This subject to which reference is made in your letter of 14th and 20th was referred to the Consulting Engineer and a copy of that Officer's Report dated 1st February, 1892 is now forwarded for information.

The maximum load on the axle due to one pair of wheels was by the old regulations 4½ tons or 9 tons per wagon. By the new Regulations, under Government of India Circular No. 12 Railway, 1st August, 1891, it is 12 tons per pair of wheels or 12 tons per wagon.

Sir George Bymer after consultation with Mr. Brighton, the Company's Locomotive Superintendent who is now at home on leave, is of opinion that the Company's ordinary wagon with a rigid wheel base of 9 feet is capable of being worked up to the new regulation load. At the same time he considers that for reasons given it would be best to mark the load to be carried on each wagon, as if the former regulation limit was 11 tons instead of

of 12 tons. That is to say the load marked should be 11 tons minus the weight of the wagon itself including the weight of the wheels and axles. In the case of the new Covered Goods wagon which weigh $4\frac{1}{2}$ tons this will permit of the load being increased to $6\frac{1}{2}$ tons and in the case of other wagons of the ordinary wheel base which weigh less than the Covered Goods, the paying load may be proportionately increased, always provided of course that the capacity of the wagon is capable of containing the increased bulk.

Some Special Stock such as Cotton wagons where the wheel base is 12 ft. the same as Passenger Carriages, will have to be subject to special regulations which should be fixed by the Locomotive Superintendent on the spot. These recommendations however do not apply to the Heavy Stock taken over by the Company, which in the opinion of the Locomotive Superintendent is not capable of carrying the additional load which under the new regulations is now permissible. It is not considered that the above increase in paying loads will necessitate any revision of the maximum loads of Engines shown in the Working Time Book.

The Board concurs in the views of the Consulting Engineer and you are authorized with the approval of Government to increase the paying loads of the Goods Vehicles accordingly subject to the Report of the Acting Chief Engineer, which

which it is understood has been called
for that the Bridges on the line are
capable of bearing the maximum
increase of load now permitted.

Agents office, } /Spec Contract/
Inclined for } Bookkeeping &c
7 March, 92 } Chief Clerk

W.

Copy

2 Westminster Chambers,
3 Victoria Street,
1st February, 1892

J. H. W. Notman Esq.

My Dear Sir,

Revised Standard
Dimensions.

I beg to acknowledge receipt of your letter of the 19th instant enclosing a Statement of the principal dimensions of the Goods Stock forwarded with the Agent's letter of the 16th ultimo also the report dated 22nd April 1891 of the proceedings of a Committee upon the Rolling Stock of the Company and I have now the pleasure to report for the information of the Board upon the Subject which you have submitted to me.

The maximum load on the rails due to one pair of wheels was by the old regulations $4\frac{1}{2}$ tons or 9 tons per wagon. By the new regulations of Circular 12 it is 6 tons per pair of wheels or 12 tons per wagon.

On Consultation with Mr. Brighton I find that he is of opinion, and in this I agree with him, that our ordinary wagon with a rigid wheel base of 9 ft. is capable of being worked up to the new regulation load. At the same time I am of opinion it would be best to work the load to be carried on each

wagon as if the Government regulation limit was a ton instead of 1 1/2 tons. That is to say the load marked should be 1 1/2 tons minus the weight of the wagon itself including the weight of the wheels and axle. In the case of the new Cornet saddle wagons which weigh 2 1/2 tons this will permit of the load being increased from 6 tons to 6 1/2 tons and in the case of other wagons of the ordinary wheel base which weigh less than the Cornet saddle, the paying load may be proportionately increased, always provided of course that the capacity of the wagon is capable of containing the increased load. The reason for this regulation is the tendency found to exist in practice of loading the wagons beyond the weight marked on them due to Druggists, who charged so much per wagon per mile, having an interest in trying to overload.

Some Special Stock such as cotton wagons where the wheel base is 12 feet, the same as Passenger Carriages will have to be subject to special regulation which would be fixed by the Local Motion Superintendent on the spot. The State Railway Stock which the Company took over on the Deltore line. Mr. Wrighton is very anxious to get rid of because their wheels, axles and Springs are smaller than ours and he does not consider them capable of carrying the additional load which under the new regulation is now permissible.

AM

Mr. Brighton does not consider that the above increase in paying loads will necessitate any provision of the maximum load of engines shown in the working time book and in this opinion I concur.

When upon this subject and in view of the receipt from India at no distant date of tenders for additional stock, it has occurred to me that the present is a very favorable opportunity for considering the whole question of the design of our Rolling Stock as affected by the alterations introduced by Circular No 12. The increase in the wheel base to 10 feet will permit of some addition being made to the carrying capacity of the vehicles thereby reducing the proportion of dead to paying load and a still further economy being effected by the introduction of longer vehicles upon bogies. I venture to suggest for the consideration of the Board whether advantage might not be taken of Mr. Brighton's presence in this country in preparing a new set of Rolling Stock drawings. Such drawings will in any case soon have to be made and there would be considerable advantage in this being done while Mr. Brighton is at home.

Yours faithfully
(Sd) George B. Bruce.

Documents

Documents forwarded

1. Statement of divisions of Rolling Stock
2. Report of Committee dated 22 April
3. Copy of Consulting Engineer's letter to Agent of 18th December, 1891

Agents office }
 Inclusive of }
 7 March 92 }
 I am copy of a copy
 of proceedings of
 Chief Clerk.

B.O.

595

No. 544

South Indian Railway Co., Ltd.,
AGENT'S OFFICE,

TRICHINÖPOLY. 22nd April 1893.

From

The Agent,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your No. 341 of the 17th ultimo.
I forward herewith an extract from Manag-
ing Directors letter No. 52, and a copy of
the report made by Sir George Bruce, the
Company's Consulting Engineer, relative to a
proposed increase in the maximum load of
our goods vehicles.

This subject was kept over until
the return to India of the Locomotive
Superintendent, whose views are as follows:-

"I am of opinion that the load on
our existing axles might be safely slightly
increased as they are all stronger in design
than those of the old State Railway pattern
and below I give you what I consider
may be the safe load to be marked on
each description of waggon."

Maximum

Maximum load proposed.

" Goods brake Vans ————— 5 tons
 " Covered Goods Waggons wood ————— $6\frac{1}{2}$ "
 " ————— iron ————— $6\frac{1}{2}$ "
 " Cotton trucks ————— $4\frac{1}{2}$ "
 " ————— Clemons on ————— 10 "
 " High sided waggons wood ————— $6\frac{1}{2}$ "
 " ————— iron ————— $6\frac{1}{2}$ "
 " Ballast Wagon — wood ————— $6\frac{1}{2}$ "
 " ————— iron ————— $6\frac{1}{2}$ "
 " Timber trucks ————— $6\frac{1}{2}$ "
 " ————— Bogies ————— 12 "
 " on cotton trucks of iron ————— $4\frac{1}{2}$ "
 " Gun powder Vans ————— $4\frac{1}{2}$ "
 " Cattle waggons ————— $6\frac{1}{2}$ "
 " With respect to the axle stock
 " Railway stock, I do not consider it
 " advisable to make any change in the existing
 " load as the axles and wheels of this stock
 " are smaller than all our new axles and
 " Rolling stock at present under indent from
 " England, which will be of the latest
 " Government Standard for carrying the maxi-
 " mum load but as they will be for some
 " time to come in such small proportion to
 " our other stock, I do not consider it
 " advisable until such time as we have one
 " uniform maximum strength of the axle —
 " throughout the line, to increase the gross
 load

2nd Plan
 " load on pair of wheels beyond what I have
 " given in the above list. Should you decide
 " that the load be increased as I have
 " suggested above, I am prepared to repaint
 " on all our stock the increased load for
 " each description of wagon."

The Chief Engineer reports that the
 bridges on the line are capable of bearing
 the maximum increase of load now proposed.

Will you please let me know if the
 adoption of this proposal receives the sanc-
 tion of Government?

I have the honor to be,
 Sir

Your most obedient Servant

J. A. L. Mesurier
 Agent

Encls 2 by book post

[Signature]

Simla;
May 23rd 1893.

My dear Sir,

I am official letter No 26 of the 15th instant regarding loads on South Indian Ry axles. It appears to be understood in the office here, that communication between me and other lines, or officers, should take an unofficial form, and especially in the case of opinions. Moreover I have no office or other means of copying them by that of the copying press. My reply therefore must be held to be unofficial.

The substance of your letter I take to be that the S.I.Ry have stuck with 3" dia^s journals, which they propose to put a

Dated
Received

No. 544
ENCLOSURE.

22.4.3

Madras.

RAILWAYS,

THE CONSULTING ENGINEER FOR

To

Trichinopoly.

South Indian Railway,

The Agent,

From

595

11-16
5-18

No. 319 Dtd 6-6-93 to
15 May 1893.
Cons. Engr. Madras

Cons. Engr. Rtd
Works India

63

The South Indian Ry propose in consequence of deficiency of goods stock to increase the ^{total} loads on their wagons to 11 tons - The maximum ^{gross} loads permitted in S.I.Ry =

4 1/2 tons on any pair of axles. The maximum gross loads under Circular 7 of 92 = 6 tons on any pair of wheels -

In neither case is any minimum diameter of axle ^{length & diam} or journal given -

The journals in the stock in which the proposed increased load is to be carried are 6 5/16" x 3" -

The number of wagons affected by the proposed increase

595

Load of $5\frac{1}{2}$ tons instead of an iron
 pressure $4\frac{1}{2}$ tons - the 3rd journal
 with $4\frac{1}{2}$ at centre of axle, is built
 fit for the increased load; indeed
 for more; but you will be doubtless
 aware that the Loco Committee have
 proposed a standard journal of $3\frac{1}{2}$
 for 6 tons, allowing for wear.
 I think you might allow the $5\frac{1}{2}$ tons
 make 3rd ^{journal} axle - *

Yours truly

F. K. Lupton Esq { Messrs. Rile

* P.S. If the people put more than this load on
 the axle, that is their affair, but yours

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

No. 544
 ENCLOSURE. 2

29.4.3
 189

load will be
2697 proving an
increased capacity
of 1375 tons -

on 368 wagons which
will be supplied with
new journals $7 \times 3\frac{1}{4}$ "
there will be an in-
crease of 406 tons
carrying capacity -

The average failure
of axles in the past
2 years is .37 % on
the abovementioned
Vehicles -

The proportion of
mixed & pure goods
trains is .23 & .67 -

The following details
give the weights which
will obtain under
the present & probable
loads -

~~I am of opinion~~ ^{think}
notwithstanding
the opinion of the
Agent, Loco. Supt
and Sir J. Bruce
that the loads should
not be increased

^{because of}
~~that considering~~
the impossibility
of ascertaining the
actual
load put into
wagons, where not
run
over a weigh bridge -
also the great num-
ber of mixed trains
in which failure
of an axle due to
the increased loads
would endanger
the lives of the
passengers -
and lastly that
new rolling stock
with $7 \times 3\frac{1}{4}$ " journals
are now being made.

I request the
favour of your
approval orders
Yours

$\frac{10}{5}$

Fair copy drafts with
& Enclos:
15/5/93

Letter A, B & state-
ment C. to accom-
pany.

All communications
should be addressed to
the Secretary.

No. 239 R. S.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY Stores.

To
The Joint Secretary to the Government
of Madras Public Works Department
Railway Branch.

Simla, the 10th July 1893.

Sir,
I am directed to acknowledge the receipt of your letter No. 319 D. dated the 6th June 1893 forwarding copies of correspondence from the Agent South Indian railway and his Board of Directors on the subject of increased loads for each description of goods vehicles of that line.

2. In reply I am to convey the approval of the Government of India to the proposal to put 5 tons on each axle,
so

No. 319 D. 6-6-93

to R. 11/7

P. W. CURRENT NO. 6353

so long as the journals gauge to 3"; but in marking the carrying capacity of the wagon stock the reduction by wear should not be overlooked.

I have the honour to be;

Sir,

Your most obedient servant,

J. A. Abbott

Recd: 18.7.93

Under Secretary.

11/7/93

Documents accompanying.

Nil

Vehicle	Minimum diameter of axle (inches)	Diameter of Journal	Wear	Present load	Present load	Present load	Present load	Present load	Present load	Present load
			T. cwt	T. cwt	T. cwt	T. cwt	T. cwt	T. cwt	T. cwt	T. cwt
Goods Brakes S.I.R.	4"	3"	6-16-0	4-10-0	11-6-0	5-0-0	11-16-0	7-4-3		
" " V.Ly	4"	3	6-13-0	4-10-0	11-3-0	5-0-0	11-13-0	8-4-3		
" Covered (Wood)	4	3	3-16-0	6-0-0	9-16-0	6-10-0	10-6-0	9-1-3		
" " S.I.R.	4	3	4-0-0	6-0-0	12-0-0	6-10-0	10-10-0	9-1-3		
" " V.Ly	4	3	4-12-0	6-0-0	10-12-0	6-10-0	11-2-0	9-1-3		
" " "	4	3	4-19-0	6-0-0	10-19-0	6-10-0	11-9-0	9-1-3		
" " "	4	3	3-9-0	6-0-0	9-9-0	6-10-0	9-19-0	9-1-3		
High side wagon S.I.R.	4	3	3-17-0	6-0-0	9-17-0	6-10-0	10-7-0	9-1-		
" " " Snow	do	do	4-4-0	6-0-0	10-4-0	6-10-0	10-14-0	9-1-		
" " " V.Ly	4	3	3-3-0	6-0-0	9-3-0	6-10-0	9-13-0	9-1-		
Ballast trucks S.I.R.	do	do	3-5-0	6-0-0	9-5-0	6-10-0	9-15-0	9-1-		
" " " Snow S.I.R.	do	do	3-12-0	6-0-0	9-12-0	6-10-0	10-2-0	9-1-		
" " " V.Ly	4	3	8-2-0	5-0-0	8-2-0	6-10-0	9-12-0	9-1-3		
Timber trucks S.I.R.	4	3	5-3-0	4-0-0	9-3-0	6-10-0	11-13-0	9-1-3		
Gun Powder Van S.I.R.	4	3	4-4-0	5-10-0	9-14-0	6-10-0	10-14-0	9-1		
Battle Truck	4	3	3-8-0	10-0-0	13-8-0	-	-	9-1		
Boiled Truck 6 wheels	4	3	4-3-0	5-0-0	9-3-0	-	-	7-2-7		
Powder Van C.N.S.R.	4	2 3/4	2-15-0	6-0-0	8-15-0	-	-	7		
Flat form wagon C.N.S.R.	4	2 3/4	4-16-0	4-10-0	9-0-6	-	-	9-1-3		
Bottom trucks 4 wheel	4	3	7-17-0	10-0-0	17-17-0	-	-	10-1-3		
" " 6-0-0	4	3	3-4-0	5-15-0	8-19-0	-	-	7-2-7		
Covered goods C.N.S.R.	4	2 3/4	2-16-0	6-0-0	8-16-0	-	-	7-2-7		
Ballast trucks C.N.S.R.	4	2 3/4	3-2-0	5-0-0	8-2-0	6-10-0	9-12-0	9-1-3		
Timber trucks 11'	4	3	3-12-0	5-10-0	9-2-0	4-10-0	8-2-0	9-1-		
" " 22'	4	3	7-14-0	12-0-0	19-14-0	-	-	9-1-		
" " Bogie	4	3	3-4-0	5-15-0	8-19-0	-	-	7-2-		
" " C.N.S.R.	4	2 3/4								

224/7

2/10

18/7

A

No. 1042 R of 22 July 1931

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent } N.E. No. 544 of 22^d April 1893
S. I. Railway. ————
Letter to the Govt. of }
India P.W.D. with } ———— 319 D of 6 June '93
statement. ————
Letter from do ———— 239 R.S. of 10 July '93

Communicated
to the Agent S. I. Railway
for information.

Wm
20
7 R

To The Agent S. I. Ry. thro
Crisp for Rep.
Examr. Govt. Accts

24/7

DESPATCHED
24 JUL. 93

A

h. 1042 Rg 22nd July 1893.