

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 16 R

DATED 10th January

[Despatch Abstract.]

Rolling stock for the South Indian Railway

Sanction of the Govt. of India to the estimate amounting to Rs 12,74,200 of the cost of the cost of additional locomotives and —, Communicated to the Consulting Engineer.

— — —

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

10TH JANUARY 1893, No. 16 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

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 Calcutta, 22nd December 1892, No. 472 R.S.

With reference to your letter No. 2778 R., dated the 19th November 1892, I am directed to communicate the sanction of the Government of India to the estimate, received therewith, amounting to Rupees 12,74,200, of the cost of the additional locomotives and rolling-stock noted on the margin required for the South Indian Railway.

2. This sanction, which is chargeable to "Capital," has been registered in this office as No. 3, South Indian Railway, of 1892.

ORDER—dated 10th January 1893, No. 16 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings No. 2777 R, dated 19th November 1892.

2. This sanction has been registered as No. 38 R. of 1892-93.

(True Extract.)

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

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

Exd. A. D. Xavier.
Spare Copies

RAILWAY.
Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 10th.

Recd.

Encl.

G.O., 10th Jan. 1893, No. 16 R.

JANUARY.

Rolling-stock for the South
Indian Railway

Sanction of the Government of India to the estimate, amounting to Rs. 12,74,200, of the cost of additional locomotives and —, communicated to the Consulting Engineer.

All communications
should be addressed to
the Secretary.

No. 472 R. S.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STORES.

4048
27/12/92
Communicate to E.R.

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

Calcutta the 22nd December 1892.

Sir,

With reference to your letter No. 2778 R. dated the 19th November 1892, I am directed to communicate

- 20 Engines, 0th class.
- 20 First and second class composite bogie carriages.
- 80 Third class bogie carriages.
- 20 Open sided bogie wagons.
- 80 Iron covered goods wagons.

The sanction of
the Government
of India to the
estimate, received

therewith, amounting to Rs. 12,74,200, of the cost of the additional locomotives and rolling stock noted on the margin required for the South Indian

P. W. CURRENT
Indian railway.

2. This sanction which is chargeable to "Capital" has been registered in this office as No. 3 -- South Indian railway of 1892.

I have the honour to be,
Sir,
Your most obedient servant.

Recd. 27.10.1892

J. A. F. F. F. F. M. Int. Cl.

Under Secretary No. 16 R of 10-Jan-93

Documents accompanying

Nil

Communicated to

the Consulting Engineer for
Railways with reference to Prop.

No. 2777 R, dated 19 Nov.
1892.

This sanction has been regis.
as No. 38 R of 1892-93

No. 16 R of 10-Jan-93.

The Consulting Engineer for
Railways
10-1-93
27/1/93

APPENDIX.

SOUTH INDIAN RAILWAY COMPANY (LIMITED).

LOCOMOTIVE DEPARTMENT.

REVISED estimate for erecting engines and rolling-stock to supplement existing stock.

Particulars.	Cash outlay in India.	Value of stores.	Total.	Grand total.
<i>Locomotive Engines.</i>				
For one O class, 4 wheel coupled engines, including wheels and axles and springs, complete.	Rs. 500	Rs. 21,207	Rs.	Rs.
Labour	...	25		
Woodwork	...	150		
Paint, varnish and other stores	...	33		
Miscellaneous	...	...		
For one engine ...	500	21,415	21,915	
For twenty engines ...	10,000	4,28,300	4,38,300	4,38,300
<i>First and Second Class Composite Bogie Carriages.</i>				
Iron under-frame, with bogie ironwork and fittings, axle boxes, standard buffer and draw gear, complete	...	3,347		
Wheels and axles	...	404		
Springs	...	209		
Labour	2,800	...		
Woodwork	...	1,130		
Paint, varnish and other stores	...	970		
Miscellaneous	...	677		
For one bogie carriage ...	2,800	6,737	9,537	
For twenty bogie carriages ...	56,000	1,34,740	1,90,740	1,90,740
<i>Third-class Bogie Carriages.</i>				
Iron under-frame, with bogie ironwork and fittings, axle boxes, standard buffer and draw gear, complete	...	2,210		
Wheels and axles	...	404		
Springs	...	209		
Labour	1,330	...		
Woodwork	...	1,100		
Paint, varnish and other stores	...	420		
Miscellaneous	...	361		
For one bogie carriage ...	1,330	4,704	6,034	
For eighty bogie carriages ...	1,06,400	3,76,320	4,82,720	4,82,720
<i>Open Goods Bogie Wagons.</i>				
Iron under-frame, with bogie truck, axle boxes, standard, buffer and draw gear, complete	...	1,843		
Wheels and axles	...	352		
Springs	...	130		
Labour	75	...		
Paint, varnish and other stores	...	25		
Miscellaneous	...	5		
For one bogie wagon ...	75	2,355	2,430	
For twenty bogie wagons ...	1,500	47,100	48,600	48,600

Revised estimate for erecting engines and rolling-stock to supplement existing stock—*cont.*

Particulars.	Cash outlay in India.	Value of stores.	Total.	Grand total.
<i>Iron-covered Goods Wagon.</i>	Rs.	Rs.	Rs.	Rs.
Iron under-frames, fittings, axle boxes, standard buffer and draw gear, complete	...	997		
Wheels and axles	...	178		
Springs	...	50		
Labour	85	...		
Woodwork	...	85		
Paint, varnish and other stores	...	30		
Miscellaneous	...	10		
For one wagon ...	85	1,338	1,423	
For eighty wagons ...	6,800	1,07,040	1,13,840	1,13,840
Total ...	...	...	...	12,74,200

ABSTRACT of revised estimate for erecting engines and rolling-stock to supplement existing stock.

Particulars.	Cash outlay in India.	Value of stores.	Total.	Remarks.
VIII.—ROLLING STOCK.	Rs.	Rs.	Rs.	
1. Locomotive Stock.				
For 20 locomotive engines	10,000	4,28,300	4,38,300	
2. Carriage and Wagon Stock.				
For 20 first and second class composite bogie carriages	56,000	1,34,740	1,90,740	
For 80 third-class bogie carriages	1,08,400	3,76,320	4,82,720	
„ 20 open goods bogie wagons	1,300	47,100	48,600	
„ 80 iron-covered goods wagons	6,800	1,07,040	1,13,840	
Total ...	1,80,700	10,93,500	12,74,200	Sanction to lapse 12 months after the receipt of materials.

Provision of Rs. 10,00,000 has been sanctioned in the budget estimate open lines for the official year 1892-93 to be expended on rolling-stock; this sum will be devoted to outlay on the above estimate and any necessary portion of the automatic vacuum brake gear estimate for Rs. 1,10,635 sanctioned in G.O., No. 2642 R., dated 7th November 1892. The balance required on the two estimates will be provided for in the next official year.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated 16th November 1892, No. 812.

From the Agent, South Indian Railway, dated 11th May 1892, No. 711.
To " " " 17th " " " 602.
To " " " 16th Aug. " " 997.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 3rd September 1892, No. 1300.

Your No. 997 of the 16th ultimo. I forward, herewith, in duplicate, complete ferrotype drawings (Nos. C. 280 to 288 both inclusive *) for the 80 third-class bogie carriages, the iron work for which has already been indented for.

* By railway parcel.

The Locomotive Superintendent reports these drawings have been prepared in accordance with the recommendation of the Committee of Locomotive and Carriage Superintendents and are of the section adopted by them. Drawings for the 20 composite bogie carriages are in hand and these shall be sent as soon as possible.

To the Agent, South Indian Railway, dated 6th September 1892, No. 1107.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 30th September 1892, No. 1457.

Your No. 1107 of the 6th instant. For your information I send the following copy of a report which I have received from the Locomotive Superintendent:—

" I regret to say that my endeavour to complete the drawings for the 20 composite 40 feet frame bogie carriages has resulted in a failure owing to an error I have discovered in the design of arrangement as proposed by the Committee of Locomotive and Carriage Superintendents for such like carriages, which I have been endeavouring to carry out for these vehicles. As per figure 12, plate 27, and page 31, of their proceedings of 1890, in which it will be found that these carriages are provided with an end platform overhanging the buffer for gaining access into the end compartments, I find that, if the carriages are constructed according to this arrangement, that, when it is necessary to couple two of these composite carriages to one another, the end platforms will come into collision before the buffers come in contact. The plan shows that these platforms extend beyond the carriage head stock 1' 10" each, making a total distance of 3' 8" between each vehicle. The hook portion of the Jones' buffer extends 1' 10½" from the head stock and the pin portion of the buffer is 1' 9½", making a total of 3' 7½" between head stocks when buffers are screwed up face to face; therefore it will be seen that the distance is ½" less than that of the end platforms.

"I have communicated this error to Mr. Stone, the Secretary of Locomotive and Carriage Superintendents Committee at Simla, in order that the same may be rectified as soon as possible. It is lucky that our frames are ordered 40' long instead of 38' 6", the length proposed, as, by re-arrangement of design which I am now preparing as fast as possible, I will be enabled to provide a composite carriage with more accommodation than that shown in the design under notice and which will have side opening doors throughout the length as per the arrangement I spoke to you about at Trichinopoly yesterday. The preparation of this design will, however, delay my submitting plans and indent for these carriages about a fortnight."

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 17th October 1892, No. 1551.

With reference to your letter No. 602 of the 17th May 1892, I have the honour

* As per appendix.

to submit, herewith, in duplicate, for the sanction of Government, a revised estimate* No. 1423, amounting to Rupees 12,74,200, for additional locomotive engines and rolling-stock required for this railway.

To the Agent, South Indian Railway, dated 25th October 1892, No. 1348.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 28th October 1892, No. 1619.

Your letter No. 1348 of the 25th instant. I forward, herewith, in duplicate, ferrotype drawings Nos. 302 to 308, both inclusive, of the "composite" bogie carriage. With regard to the sums entered in indent No. 8 as the value of the iron work and fittings of the new rolling-stock, I have to state that contracts have been let in England for the iron work for amounts lower than those for which we estimated; but I have sent to you a separate indent for the automatic brake gear, and duplicates, which exceeds in amount that entered for brake gear in indent No. 8, which amount I asked my Directors to cancel. Do you wish for a revised indent to be submitted. It has not been customary to submit revised indents in cases where the actual sums disbursed in England differed from the estimated amount entered on our indents.

From the Agent, South Indian Railway, dated 5th November 1892, No. 1662.

Submitted to Government, for the sanction of the Government of India, with reference to its letter No. 133 R.S., dated 25th March 1892 (G.O., No. 889 R., dated 5th April 1892).

2. The Agent submits, for sanction, an estimate, amounting to Rs. 12,74,200, of the cost of erecting the marginally-noted additional rolling-stock required for the South Indian Railway, for which an indent No. 8 of 1892-93 has been forwarded to his Board of Directors.

20 engines. 100 carriages. 20 low-sided wagons. 80 iron-covered goods wagons.	the cost of erecting the marginally-noted additional rolling-stock required for the South Indian Railway, for which an indent No. 8 of 1892-93 has been forwarded to his Board of Directors.
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3. One complete set of all the drawings, which have been discussed and considered with the Agent and the Locomotive Superintendent of the South Indian Railway, is submitted. The designs are practically in accordance with those approved by the Committee of Locomotive and Carriage Superintendents and are recommended for approval. The design for the iron-covered goods wagons is the same as the ordinary standard type used on the South Indian Railway with the exception that the new wagons are to be constructed of lighter iron and lined inside with corrugated iron instead of with timber. The axles for the whole of the stock under indent are to be of the strongest section recommended

by the Conference. In preparing the drawing for the composite 40 feet frame bogie carriages, the Locomotive Superintendent claims to have detected an error in the design of the Committee, inasmuch as, when two of these composites are coupled together, the end platforms come into contact before the buffers meet. To prevent this, a re-arrangement of design became necessary, and it was decided to do away with the end platforms and obtain increased accommodation by the provision of side opening doors throughout the length of the vehicle, and this additional space is in any case an advantage in metre gauge stock.

4. The English contracts for the materials and stores indented for, both for engines and vehicles, are nearly completed and the English portion of the work is due by the end of the current calendar year. Fox's pressed steel under-frames are being used for all the coaching stock and the twenty low-sided wagons, whilst the lavatory fittings in the composites are to be of an improved design, the basins being made to fold up. When the coaching vehicles have been built, it is believed the South Indian Railway will be in possession of as good a type of passenger coach as any metre gauge railway in India possesses. No fittings for lamps are being provided in the carriages, as it is hoped that, by the time the vehicles are completed, the experiments now being made with Pintch's gas apparatus will have proved sufficiently successful to admit of its adoption on the South Indian Railway. The estimate, therefore, includes no provision for lamps, nor for automatic brake gear, for which latter work a separate estimate has been sanctioned by the Government of India. Rs. 10,00,000 have been provided in the budget estimate for rolling-stock, of which Rs. 1,10,685 had been previously hypothecated to automatic vacuum brake gear; but, as it is doubtful if the brake gear will be obtained during the current year, the full budget provision has been hypothecated to the two estimates. The Board will be instructed to arrange that the expenditure on brake gear and on the present estimate shall not exceed the total grant.

5. It is requested that the sanction of the Government of India to the designs and estimate may be communicated at a very early date.

ORDER—dated 19th November 1892, No. 2777 R., Public Works.

Ordered that the estimate, amounting to Rs. 12,74,200, for erecting additional rolling-stock required for the South Indian Railway be forwarded to the Government of India for sanction.

(Here enter No. 2778 R., Public Works, dated 19th November 1892.)

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

Exd. A. D. Xavier.
Spare Copies

RAILWAY.
Govt. of {1892} Madras.
PUBLIC WORKS.

Dated November, 1911.

Recd.

Encl.

G.O., 19th Nov. 1892, No. 2777 R.

NOVEMBER.

Rolling-Stock for the South
Indian Railway

Estimate of Rs. 12,74,200 for erecting
additional —, ordered to be forwarded to
the Government of India for sanction.

List of drawings to accompany letter No. 2778 R., dated 19th November 1892, to the Govern-
ment of India regarding estimate of Rs. 12,74,200 for additional rolling-stock, South
Indian Railway.

Serial No.	Drawing No.	Details of drawing.
1	302	Double unit composite carriage on 40 feet bogie frame.
2	303	Do. part longitudinal and cross section.
3	304	Do. detail of sunshade and door opening.
4	305	Do. detail of roof guttering and sunshade.
5	306	Do. glass and venetian shutters.
6	307	Do. detail of carriage fittings.
7	308	Do. do.
8	280	General arrangement of double unit third-class carriage.
9	281	Do. part longitudinal and cross section.
10	282	Do. do. and end elevation.
11	283	Do. foundation and body frame work.
12	284	Do. full size details of rifle rack.
13	285	Do. do. do. of roof guttering and sunshade.
14	286	Do. details of sunshade and door opening.
15	287	Do. glass and panelled shutters.
16	288	Do. details of carriage fittings.
17	C. No. 200	Safety chains with eye bolts C.I. ferrules, &c., for Nellore goods stock (half size).
18	830 R.M.R.	Wheels and axles.
19	831 R.M.R.	Wagon bogie truck for double unit goods stock.
20	833 R.M.R.	Bogie carriage under-frame do. coaching do.
21	834 R.M.R.	Open goods or low-sided bogie wagon 30 feet 3 inches long for double unit goods stock.
22	838 R.M.R.	Carriage bogie truck for double unit coaching stock.
23	4145	Covered goods wagon.

19TH NOVEMBER 1892, No. 2778 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. B. WALKER, Esq.,
*Offg. Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,*

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

With reference to letter from the Government of India, No. 133 R.S., dated 25th March 1892, I am directed to forward, herewith, copy of Proceedings* of this Government embodying an estimate, amounting to Rs 12,74,200, of the cost of erecting the marginally-noted additional rolling-stock required for the South Indian Railway, for which an indent No. 8 of 1892-93 has been forwarded to the Board of Directors for compliance.

20 engines.
100 carriages.
20 low-sided wagons.
80 iron-covered goods wagons.

2. A sum of Rs. 10,00,000 has been provided in the current year's budget to meet the expenditure on the estimate. Of this amount, Rs. 1,10,685 were set apart against the estimate for fitting automatic vacuum brake-gear to 20 engines and 100 bogie carriages, which was sanctioned by the Government of India in its letter No. 411 R.S., dated 25th October 1892, but as it is doubtful if the brake-gear will be obtained during the current year, the full budget provision has been hypothecated to the two estimates.

3. One complete set of drawings, as per list attached, is submitted, the designs being practically in accordance with those approved by the Committee of Locomotive and Carriage Superintendents.

4. I am to request the favour of early sanction being accorded to the estimate.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) F. B. WALKER,
*Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.*

FORT ST. GEORGE,
19th November 1892.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Gobt. of {1892} Madras.
PUBLIC WORKS.

Dated November, 19th.

Recd.

Encl.

19th November 1892, No. 2778 R.

16 R

NOVEMBER.

Rolling-Stock for the South
Indian Railway

Forwarding for sanction copy of Proceed-
ing embodying an estimate of Rs. 12,74,200
for erecting additional—.