

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 336-7. R

DATED 16th February

[Despatch Abstract.]

Tenders

Forwarding copy of Proceedings sanctioning the proposal of the Agent, South Indian Railway, to convert four — into wagons for the carriage of petroleum in bulk, and requesting approval to their inclusion in the rolling stock statement No. II of the Capital and Revenue Accounts.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.

G.O.	No.	Department.	Date.

16TH FEBRUARY 1893, Nos. 336, 337 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways,
dated Trichinopoly, 28th November 1892, No. 1762.

Your letter No. 1396 of the 14th instant. I forward, herewith, detailed drawing C. 313 of the locomotive tenders which it is proposed to alter and utilise for the carriage of kerosine-oil.

Regarding this proposal Messrs. Best and Co. have written to me as follows:—

"We have just had the pleasure of seeing Mr. Crighton regarding the tank wagons he is constructing for us, and from the drawing received we should say they are very suitable. The size, however, is rather smaller than we expected, and as the charge for empty haulage was arranged with the Traffic Manager for a truck having a carrying capacity of 10 tons, we hope you will be able to make a proportionate reduction for the smaller vehicle.

"We shall be much obliged if you will get the wagons put in hand as soon as possible."

The rate agreed upon was 8 pies per ton per mile on a minimum load of the carrying capacity of the truck. Empty haulage to be at the rate of 2 annas per truck per mile. The last quoted item might be reduced to 1 anna 9 pies per truck per mile.

The Locomotive Superintendent has reported to me as follows:—

					T. CWT. Q.
"I have the pleasure to forward you, herewith, a ferrotype drawing No. 313 of the tender I propose to alter and utilize for the carriage of kerosine-oil in bulk which will contain 1,800 gallons of oil equal to a weight of about	...	...	...	...	7 1 0
"The tare weight of the tender	...	...	...	...	6 16 0

"Total ... 13 17 0

" Wheel base	9 feet.
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"Maximum per foot run, 2 tons equal to 18 tons, leaves a margin of 4 tons 3 cwt. The tender will be provided with a rotary pump for taking out the oil and will also have a large valve and coupling for emptying it when necessary and will also be provided with a manhole and ventilated when necessary and the entire tank will be encased round top and over sides with thick coating of non-conducting composition and will also have a roof of corrugated iron with a clear air space of 3 inches between the roof and the non-conducting composition. I have every confidence in this vehicle being quite safe for carrying the oil and it will have all requirements laid down by the Government for the transport of petroleum. On receipt of sanction I will at once put the work on hand, and, when completed, will send the same to Madras for the inspection of Consulting Engineer."

From the Agent, South Indian Railway, to the Consulting Engineer for Railways,
dated Trichinopoly, 10th January 1893, No. 30.

Your No. 1539 of the 1st instant. The following is a copy of the Locomotive Superintendent's reply to your inquiry:—

" (a) The axle loads of converted tender when empty	...	...	T. CWT.	q.
Do. do. do. loaded	...	...	6	16 0
" (b) Gross weight per foot run over buffers	...	...	14	16 0
	...	...	0	15 0

					FT. IN.
" (c)	Maximum and minimum heights when loaded to floor level	...	2	9½	
	Do. do. unloaded do.	...	2	10	

	Do.	do.	unloaded	do.	...	2	10
"(d) Diameter of wheels	...	...	...	...	...	2	4
"(e) Height from rail level to centre of buffer	...	...	...	...	...	1	10½

"(e) Height from rail level to centre of buffer	...	...	...	1-10½ unloaded.
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"2. The design I submitted is simply the old tender of one of the Dub's engines Nos. 1 to 5 which have been running for many years on the line and no standard dimensions have been in any way altered and it conforms in all respects. My proposal is only to make the capacity of the tender slightly larger in order to contain 1,800 gallons of oil and will be quite safe to run on any train.

"3. No doubt the tare of the tank in comparison to the freight load is excessive, but this is unavoidable in making use of a tender for the purpose, and my only reason for utilizing the tender is to save expense of manufacturing a new vehicle on the first onset of the undertaking. I estimate the cost for carrying out the necessary work will be about Rs. 650.

"In reply to para. 5 of the Consulting Engineer's letter, I have seen the tank constructed by the Madras Railway Company for the similar purpose of carrying oil in bulk and the converted tender will conform in all respects to the necessary conditions as regards safety, means of completely emptying and clearing out, and as soon as it is finished it can be inspected by the Consulting Engineer for his approval before being used."

2. I suggested to the Locomotive Superintendent the taking of these discarded tenders for the purpose of conveying water for locomotive purposes on the southern section, but he does not approve of this being done.

3. For the sake of utilizing the tenders I therefore recommend Mr. Crichton's proposal for sanction; otherwise I should have preferred a suitable truck being built for the oil traffic.

4. Messrs. Best and Co. are pressing for an early completion of the vehicles required for their traffic, and I shall feel obliged by your therefore obtaining the decision of Government hereon as soon as possible.

From the Agent, South Indian Railway, dated Trichinopoly, 21st January 1893, No. 82.

No. 34.

Endorsement by the Consulting Engineer for Railways, dated Madras, 23rd Jan. 1893.

Submitted for the approval of Government and orders of the Government of India.

2. The Agent, South Indian Railway, requests sanction to convert four tenders belonging to old engines, recently superseded by new locomotives, into wagons for the carriage of petroleum in bulk. The proposals meet all the requirements of the petroleum rules and will, if approved, be economical in first cost, though the resulting wagons will entail the haulage of considerable dead weight over that which could be obtained by constructing more costly new vehicles. The design has received the approval of the Agent and this office. It is estimated that each tender can be converted into an oil-tank wagon at a cost of Rs. 650, so that the estimate for the work can be sanctioned by this office. It will, however, be necessary to obtain the approval of the Government of India to the inclusion of the four tank wagons in the rolling stock statement No. XII of the Capital and Revenue accounts.

3. It is intended to load the wagons at Messrs. Best and Co.'s installation at Ráya-puram station, and this firm is endeavouring to arrange with the Madras Railway for the laying of a third rail from the Beach station to the north of their premises. Should this arrangement fail, an agreement has been come to with the Harbour Trust Board to run the wagons through their yard to the south of the installation where a loading stand pipe will be erected. The haulage to the Beach station is to be done by a Harbour Trust engine at Messrs. Best and Co.'s expense.

ORDER—dated 16th February 1893, No. 336 R., Public Works.

The proposal of the Agent, South Indian Railway, to convert four tenders belonging to old engines, superseded by new locomotives, into wagons for the carriage of petroleum in bulk is sanctioned.

2. The approval of the Government of India will be obtained to the inclusion of the four tank wagons in the rolling stock statement No. XII of the Capital and Revenue accounts.

[Here enter No. 337 R., Public Works, dated 16th February 1893.]

(True Extract.)

(Signed) W. V. CONSTABLE, Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
Examiner, Guaranteed Railway Accounts.
Editors' Table.

LETTER—to the Secretary to the Government of India, Public Works Department,
dated Fort St. George, 16th February 1893, No. 337 R.

In forwarding copy of Proceedings of this Government No. 336 R., dated 16th February 1893, sanctioning the proposal of the Agent, South Indian Railway, to convert four tenders of old engines, superseded by new locomotives, into wagons for the carriage of petroleum in bulk, I am directed to request that the approval of the Government of India may be conveyed to the inclusion of these four tank wagons in the rolling stock statement No. XII of the Capital and Revenue accounts.

(Signed) W. V. CONSTABLE, Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

Exd. C. A. Munisawmy.
Spars Copies

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated February, 16th.

Recd.

Encl.

G.O., 16th Feb. 1893, Nos. 336,
337 R.

FEBRUARY.

Tenders

Forwarding copy of Proceedings sanctioning the proposal of the Agent, South Indian Railway, to convert four — into wagons for the carriage of petroleum in bulk, and requesting approval to their inclusion in the rolling stock statement No. XII of the Capital and Revenue accounts.

No. 1762

Is. Mr. J. M. J. of the case
Sung of Standard Locomotive Co.
South Indian Railway Co., Ltd.
AGENT'S OFFICE
TRICHINOPOLY, 28 Nov 1892

From

Replied to 1839
The Agent,
SOUTH INDIAN RAILWAY, 1-12-92

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No 1396 of the 14th instant. I forward herewith detailed drawing C 313 of the locomotive tenders which it is proposed to alter and utilise for the carriage of Petroleum oil.

Regarding this proposal Messrs. Best & Co have written to me as follows: "We have just had the pleasure of seeing Mr Brighton regarding the tank wagons he is constructing for us, and from the drawing received we should say they are very suitable. The size however is rather smaller than we expected, and as the charge for empty haulage was arranged with the Traffic Manager for a truck having a carrying capacity of 10 tons we hope you will be able to make a proportionate reduction for the smaller vehicles. We shall be much obliged if you will get

"get the wagons put in hand as soon as possible."

The rate agreed upon was eight pias per ton per mile on a minimum load of the carrying capacity of the truck. Empty haulage to be at the rate of two annas per truck per mile. The last quoted item might be reduced to one anna nine pias per truck per mile.

The Locomotive Superintendent has reported to me as follows—

"I have the pleasure to forward you herewith a ferrotype drawing No. 313 of the Tender I propose to alter and utilize for the carriage of Kerosine oil in bulk which will contain 1800 gallons of oil equal to a weight of about

Tons 7-1-0

The tare weight of the Tender } 6-16-0

Total 13-17-0

Wheel base 9 ft

"Maximum per foot run 2 Tons equal to 18 Tons, leaves a margin of 4 Tons 3 cwt. The Tender will be provided with a rotary pump for taking out the oil and will also have a large valve and coupling for emptying it

3.
 it when necessary and will also be
 provided with a man hole and vent-
 lated when necessary and the entire
 tank will be encased round top and
 over sides with thick coating of Non-
 Conducting Composition and will also
 have a roof of Corrugated Iron with a
 clear air space of 3" between the roof
 and the Non-Conducting Composition.
 I have every confidence in this vehicle
 being quite safe for carrying the oil
 and it will have all requirements laid
 down by the Government for the trans-
 port of petroleum. On receipt of sanc-
 tion I will at once put the work on
 hand and when completed will send
 the same to Madras for the inspec-
 tion of Consulting Engineer.

I have the honor to be,
 Sir,
 Your most obedient servant
 J. H. L. Mesurier
 Agent.

60.

From
 The Agent,
 South Indian Railway,
 Trichinopoly.
 To
 The Consulting Engineer for
 Railways,
 Madras.
 Dated
 Received
 No.
 ENCLOSURE.

Copy sent to Mr. Mesurier for his consideration.

1757

No. 30

South Indian Railway Co., Ltd.

AGENT'S OFFICE

TRICHINOPOLY, 10th Dec 1892

As. M. L. G. and Co. - Standard Dimensions
will be recommended.
1893

From

The Agent,
SOUTH INDIAN RAILWAY,

Replied via 27
14/11/93

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Yours No. 1539 of the 1st instant.
The following is a copy of the Locomotive
Superintendent's reply to your inquiry.

- (A) The axle loads of converted tender when empty — 6. 15. 0
- " " " " loaded — 14. 16. 0.
- (B) Gross weight per foot run over buffers. 0. 15. 0.
- (C) Maximum and minimum heights when loaded to floor level. 2' 9 1/2".
- " " " " unloaded — 2' 10"
- (d) Diameter of wheels — 2' 4"
- (e) Height from rail level to centre of buffer — 1' 10 1/2" unloaded

2. The design I submitted is simply the old tender of one of the Club's engines Nos. 1 to 5 which have been running for many years on the line and no standard dimensions have been in any way altered and it conforms in all respects. Very
Proposed

8.3
No. 1537/93

From
THE AGENT,
South Indian Railway,
Trichinopoly,

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
MADRAS.

Dated
28.11.1892

Received
No. 1762

ENCLOSURE 1

"proposal... is only to make the capacity of the
" tender slightly larger in order to contain
" 1800 gallons of oil and will be quite safe
" to run on any train."

"3. No doubt the bare of the tank
" in comparison to the freight load is ex-
" cessive, but this is unavoidable in making
" use of a tender for the purpose, and my
" only reason for utilizing the tender is
" to save expense of manufacturing a new
" vehicle on the first outset of the undertak-
" ing. I estimate the cost for carrying out
" the necessary work will be about Rs. 650."

In reply to para 5 of the Consulting
" Engineer's letter, I have seen the tank con-
" structed by the Madras Railway Co. for
" the similar purpose of carrying oil in
" bulk and the converted tender will con-
" form in all respects to the necessary con-
" ditions as regards safety, means of
" completely emptying and clearing out, and
" as soon as it is finished it can be
" inspected by the Consulting Engineer for
" his approval before being used."

I suggested to the Locomotive
Superintendent the taking of these dis-
" carded tenders for the purpose of con-
" veying water for locomotive purposes
on

on the Southern Section, but he does not
approve of this being done.

For the sake of utilizing the tenders
I therefore recommend Mr. Brighton's pro-
posal for sanction; otherwise I should
have preferred a suitable truck being
built for the oil traffic.

Messrs. Best & Co. are pressing
for an early completion of the vehicles
required for their traffic, and I shall
feel obliged by your therefore obtaining
the decision of Government hereon as
soon as possible.

I have the honor to be,
Sir

Your most obedient servant

William B. B. B.

Agent.

W.B.B.

REGISTER
No. 40
FII

OK 82
637/83

From
THE AGENT,
South Indian Railway,
Trichinopoly,
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated 10.1.1893
Received }
No. 20
ENCLOSURE.

No. 82
South Indian Railway Co., Ltd.,
AGENT'S OFFICE,
TRICHINOPOLY, 21st January 1893.
From
The Agent,
SOUTH INDIAN RAILWAY.
To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.
Handwritten notes:
This requires careful
disposal
W
W
W

Sir,
Your letter No. 34 of the 14th instant. I wrote
to Messrs Best & Co and asked them what arrangement
they had made for the working of trucks between the Beach
and Royapuram Stations Madras. The following reply has
been received:—

"We beg to inform you that we are endeavor-
ing to arrange with the Madras Railway to lay a third
rail over this siding from the Beach to our Installation, to
enable us to load your wagons from the stand pipe at the
north of our premises, failing which, we have arranged with
the Harbour Trust to run the wagons through their yard to
the south of the Installation, where we will erect another
stand pipe for loading. Haulage to and fro from your main
line on the Beach will be done by a Harbour Trust Engine
at our expense."

I have the honor to be
Sir
Your most obedient servant,
William B. B.
Agent

W.B.B.

REGISTERED
No. 86
FILE

81
637/53

From
The Agent,
South Indian Railway,
Trichinopoly,
To
The Consulting Engineer for
Railways,
Madras.
Dated } 21.1.1893
Received }
No. 82
ENCLOSURE.

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 23rd January 1893.

Letter from the Agent, South Indian Railway,
No. 1762, dated 28th Nov. 1892, with enclosure
— do — No. 30, dated 10th Jan. 1893.
— do — No. 82, dated 21st Jan. 1893.

No. 34

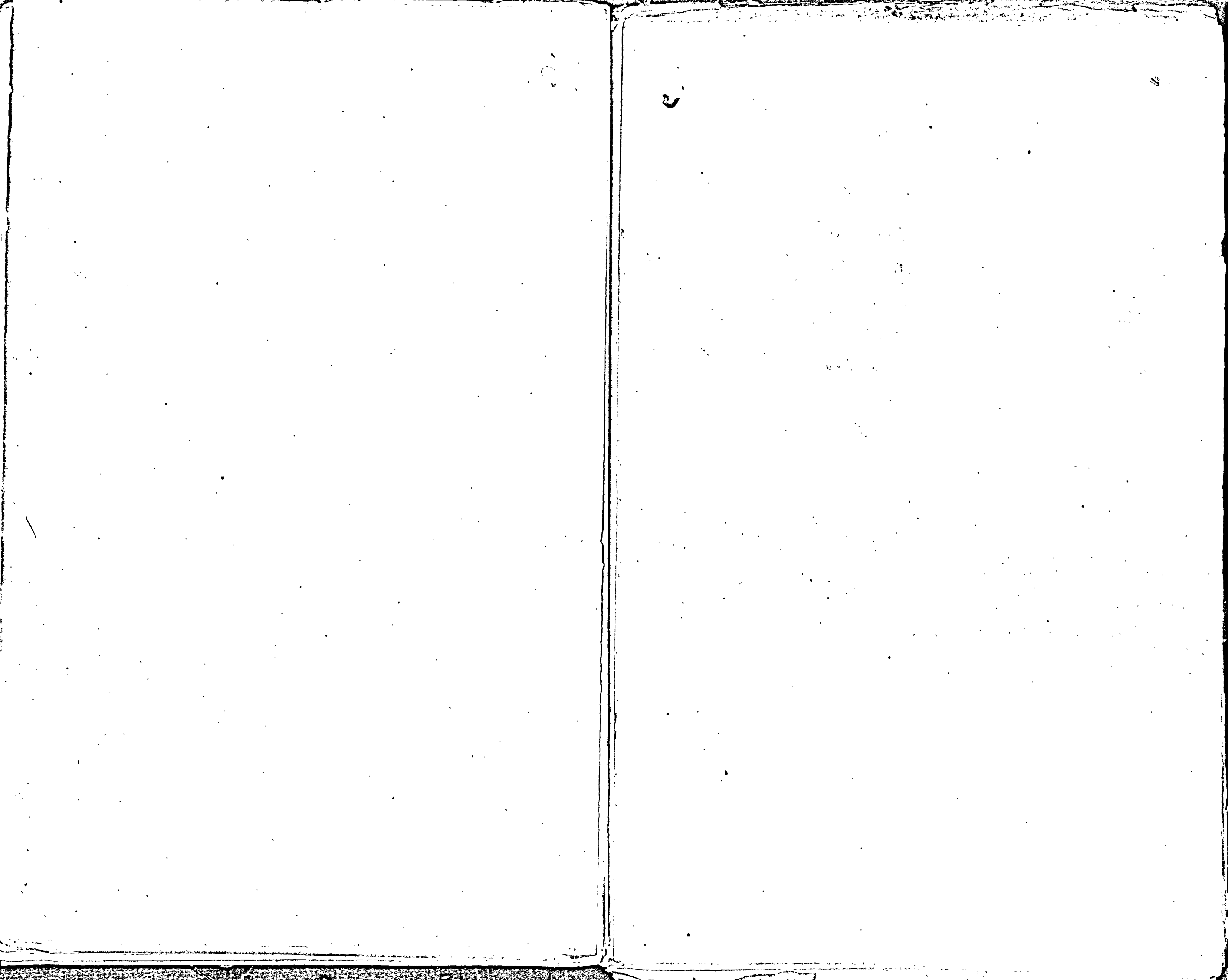
Indorsement by the Comg Engr for Railways and
230 1893
SUBMITTED for the approval of — Government —
and orders of the Government
of India.
2. The Agent, South Indian
Railway, requests sanction to
convert ^{four} ~~five~~ tenders, belonging
to old engines recently super-
seded by new Locomotives,
into wagons for the carriage
of petroleum in bulk. The
proposals meet all the require-
ments of the Petroleum rules
and will, if approved, be
economical

economical in first cost, though the resulting wagons will entail the haulage of considerable dead weight over that which could be obtained by constructing more costly new vehicles. The design has received the approval of the Agent and this office. It is estimated that each tender can be converted into an oil-tank wagon at a cost of Rs 650, so that the estimate for the work can be sanctioned by this office. It will however, be necessary to obtain the approval of the Government of India to the inclusion of the ^{four} ~~four~~ tank wagons in the rolling stock statement no. 24 of the Capital and Revenue Account.

2 It is intended to load the wagon

wagons at Messrs. Best & Co's installation at Rayapuram station, and this firm is endeavouring to arrange with the Madras Railway for the laying of a third rail from the Beach station to the north of their premises. Should this arrangement fail, an agreement has been come to with the Harbour Trust Board to run the wagons through their yard to the south of the installation, where a loading stand pipe will be erected. The haulage to the Beach station is to be done by a Harbour Trust Engine at Messrs. Best & Co's expense.

R. S. Foulis
Capt. R.
for offg. Comd. Eng. for Days



P. W. CURRENT No.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

No. 34

Dated 23rd

Received

January 1893

A No. 336 R 16. 2. 93.

No. of ENCLOSURES.

Subject.

Submitting, for sanction, an application from the Agent, S. D. Ry., for the conversion of 5 tenders, belonging to old engines, into wagons for the carriage of petroleum in bulk for Messrs. Best & Co.

2. The approval of the Govt. of India will be obtained to the inclusion of the ^{four} tank wagons in the rolling stock statement No. III of the Capital & Revenue Accounts.

2. The Consulting Engineer, S. D. Ry.,
- - - - - Ex. 6: Ry. Accts - 16/2/93
- - - - - Editor's Table

A No. 336 R 16. Feb/93.

The proposal of the Agent South Indian Ry. to convert ^{four} ~~five~~ tenders belonging to old engines superseded by new locomotives, into wagons for the carriage of petroleum in bulk is sanctioned.

No. 334/R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

SIR,

In forwarding copy of Prop. of this Govt. No. 336 R dated 16th February 1893, sanctioning the proposal of the Agent South Indian Railway to convert ^{four} ~~five~~ tenders of old engines, superseded by new locomotives, into wagons for the carriage of petroleum in bulk, I am directed to request that the approval of the Govt. of India may be conveyed to the inclusion of these ^{four} ~~five~~ tank wagons in the rolling stock statement No. III

of the Capital and
Revenue Accounts.

1/2, £
115R.

A
h. 336. 7R 16. 2. 93.

Nov. 24/92 25/1