

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 501-2 R

DATED 8<sup>th</sup> March

[Despatch Abstract.]

Indent. — Letter from the Engineer-in-Chief, East Coast Railway, regarding the substitution of rails for engines in indent No 14 of 1892, ordered to be forwarded to the Director General of Railways with revised indent.

Forwarded

Indexed.

[illegible]

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

**Indent No. 14 of 1892.**

5' 3" gauge.

I hereby certify that the stores enumerated in this indent are absolutely required for the East Coast railway, 5' 6" gauge, and I further certify that I have satisfied myself that they comprise the least possible quantity necessary.

**At Simla.**

~~H. A. SARGEANT, Lieut. Col., R.E.,~~

Director General of Railways.

- NOTE.—1. In cases in which a personal inspection of books and stores cannot be made, the portion of the certificate relating thereto should be scored through.
2. The indent should be paged, and the signature attached to the last line of the indent.
  3. The enumeration of the items to be strictly according to the stores classification list published by the Director General of Railways for general guidance.
  4. All items urgently wanted should be printed in italics, and so stated in the column of remarks.
  5. No stores to be included in these indents which can be advantageously procured of local manufacture, or of indigenous origin, *vide* Finance Resolution No. 185,\* dated 10th January 1893 [Public Works Department Circular No. XI P. W., dated 21st June 1893]. All European or American articles must be obtained through the Secretary of State, except such as are authorized to be procured locally for reasons set forth in paragraphs 2 and 3 of the Finance Resolution.
  6. When indenting for Swedish or Lowmoor iron, the purpose for which wanted should be specially stated.
  7. When indenting for iron and steel, the instructions contained in Government of India Circulars Nos. 2 Railway, dated 15th February 1890, 2 Railway, dated 10th February 1891, and 6 Railway, dated 3rd June 1891, should be followed.
  8. In indenting for rolled joists, the instructions contained in Government of India Circular No. 11 Railway, dated 31st July 1891, should be followed.
  9. In preparing indents, the revised lists of standard dimensions to be observed on all 5' 6", and metre gauge railways prescribed in Government of India Circulars Nos. 5 Railway and 7 Railway, dated respectively the 15th July 1892 and 10th August 1892, should be strictly adhered to.

Received by the Director General of Stores in England the      day of      1892.

*Indent on England for stores required for the*

| No. of Item.                            | NAMES OF ARTICLES.                                                             | Revenues to which cost is chargeable. | Imperial list of account or to which cost is chargeable. | Established proportion. | How established proportion is calculated. | Number or quantity in Store. | Number or quantity due on previous Indents. | Number or quantity now indentured for. |
|-----------------------------------------|--------------------------------------------------------------------------------|---------------------------------------|----------------------------------------------------------|-------------------------|-------------------------------------------|------------------------------|---------------------------------------------|----------------------------------------|
| <i>Class D. Permanent way Material.</i> |                                                                                |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 1                                       | Rails, steel, flat footed 75 lbs per yard                                      |                                       |                                                          |                         |                                           |                              |                                             | 4370 tons                              |
| 2                                       | Plates, fish, for rails, steel, flat footed 75 lbs per yard                    |                                       |                                                          |                         |                                           |                              |                                             | 170 tons (sufficient for 37 miles)     |
| 3                                       | Bolts, fish, with nuts for rails, steel flat footed 75 lbs per yard            |                                       |                                                          |                         |                                           |                              |                                             | 66 tons (sufficient for 37 miles)      |
| 4                                       | Plates, bearing, for rails steel flat footed, 75 lbs per yard                  |                                       |                                                          |                         |                                           |                              |                                             | 63 tons (2.2)                          |
| 5                                       | Spikes, large for do. do. do.                                                  |                                       |                                                          |                         |                                           |                              |                                             | 107 tons (2.2)                         |
| 6                                       | Brassings, built up for rails, steel flat footed 75 lbs per yard angle 1 in 12 |                                       |                                                          |                         |                                           |                              |                                             | 20 No                                  |
| <i>Total class D.</i>                   |                                                                                |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 7                                       |                                                                                |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 8                                       | Indian State Railway pattern                                                   |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 9                                       | Carriages, 1st class, Indian State Railway pattern                             |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 10                                      | Carriages, inspection, 4 wheeled, ditto                                        |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 11                                      | " second class, I. S. R. pattern                                               |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 12                                      | " third class                                                                  |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 13                                      | Post office vans                                                               |                                       |                                                          |                         |                                           |                              | No. 30                                      | 70                                     |
| <i>GOODS STOCK.</i>                     |                                                                                |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| 14                                      | Carriage trucks                                                                |                                       |                                                          |                         |                                           |                              |                                             | 2                                      |
| 15                                      | Oil trucks                                                                     |                                       |                                                          |                         |                                           |                              |                                             | 2                                      |
| 16                                      | Powder vans                                                                    |                                       |                                                          |                         |                                           |                              |                                             | 2                                      |
| 17                                      | Timber trucks                                                                  |                                       |                                                          |                         |                                           |                              |                                             | 30                                     |
| 18                                      | Wagons, covered goods, iron,                                                   |                                       |                                                          |                         |                                           |                              | No. 60                                      | 340                                    |
| 19                                      | " high-sided                                                                   |                                       |                                                          |                         |                                           |                              |                                             | 100                                    |
| 20                                      | Crane, travelling, 20 tons                                                     |                                       |                                                          |                         |                                           |                              |                                             | 1                                      |
| <i>Total class E.</i>                   |                                                                                |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| <i>TOTAL Ours of Indent</i>             |                                                                                |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| <i>ADD FOR THE SEA FREIGHT (5%)</i>     |                                                                                |                                       |                                                          |                         |                                           |                              |                                             |                                        |
| <i>Grand TOTAL OF INDENT</i>            |                                                                                |                                       |                                                          |                         |                                           |                              |                                             |                                        |

\* Imperial, Provincial, Local, Mysore, or Porar.

† This column will be left blank if the charge is not debitable to the Imperial Revenues.

*East Coast railway, 5' 6" gauge.*

| RATE.    |       | VALUE                                          |                                           | REMARKS.                                                                       | Shipped or under provision. | Proposed to be provided. | REMARKS BY THE DIRECTOR GENERAL OF STORES. |
|----------|-------|------------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------------|-----------------------------|--------------------------|--------------------------------------------|
| Amount.  | Unit. | of number or quantity due on previous Indents. | of number or quantity now indentured for. |                                                                                |                             |                          |                                            |
| 4. 8. 0  | Ton   |                                                | 19228-0-0                                 | To be shipped via the Canal to Vizagapatnam.                                   |                             |                          |                                            |
| 6. 5. 0  | Ton   |                                                | 1063-0-0                                  |                                                                                |                             |                          |                                            |
| 12. 5. 0 | Ton   |                                                | 808-0-0                                   |                                                                                |                             |                          |                                            |
| 8. 5. 0  | Ton   |                                                | 520-0-0                                   |                                                                                |                             |                          |                                            |
| 12-0-0   | Ton   |                                                | 1284-0-0                                  |                                                                                |                             |                          |                                            |
| 9. 6. 0  | each  |                                                | 186-0-0                                   | The rates taken are those of the last order received in India.                 |                             |                          |                                            |
|          |       |                                                | 23089-0-0                                 |                                                                                |                             |                          |                                            |
|          |       |                                                |                                           |                                                                                |                             |                          |                                            |
| 310 0 0  | "     |                                                | 620 0 0                                   |                                                                                |                             |                          |                                            |
| 400 0 0  | "     |                                                | 800 0 0                                   |                                                                                |                             |                          |                                            |
| 290 0 0  | "     |                                                | 1,680 0 0                                 |                                                                                |                             |                          |                                            |
| 185 0 0  | "     | 5,550                                          | 12,950 0 0                                |                                                                                |                             |                          |                                            |
| 200 0 0  | "     |                                                | 600 0 0                                   |                                                                                |                             |                          |                                            |
| 140 0 0  | "     |                                                | 280 0 0                                   |                                                                                |                             |                          |                                            |
| 140 0 0  | "     |                                                | 290 0 0                                   |                                                                                |                             |                          |                                            |
| 150 0 0  | "     |                                                | 300 0 0                                   | To be adapted for carriage of horses.<br>To be suitable for military purposes. |                             |                          |                                            |
| 110 0 0  | "     |                                                | 3,300 0 0                                 |                                                                                |                             |                          |                                            |
| 160 0 0  | "     | 10,200                                         | 54,400 0 0                                |                                                                                |                             |                          |                                            |
| 120 0 0  | "     |                                                | 12,000 0 0                                |                                                                                |                             |                          |                                            |
| 600 0 0  | "     |                                                | 600 0 0                                   |                                                                                |                             |                          |                                            |
|          |       |                                                | 91210-0-0                                 |                                                                                |                             |                          |                                            |
|          |       |                                                | 1,14,299-0-0                              |                                                                                |                             |                          |                                            |
|          |       |                                                | 9701-0-0                                  |                                                                                |                             |                          |                                            |
|          |       |                                                | 121,000 0 0                               |                                                                                |                             |                          |                                            |

*W. A. SARGHAUNT, Lieut. Colonel, R.E.,*

*Director General of Railways.*

*Exp. - 11/11/11*

N.B.—The last three columns to be left blank for filling up in England.

## FORM B.

## EAST COAST RAILWAY, 5' 6" GAUGE.

## SUMMARY SHEET OF INDENT.

Date of indent, 20th September 1892.

No. of indent, 14 of 1892.

Amount of indent, £124,000.

Stores required for Capital\* purposes.

Nature of bulk of stores:—

£ s. d.

|                                                      |     |     |     |                       |
|------------------------------------------------------|-----|-----|-----|-----------------------|
| Class A.—Bridgework                                  | ... | ... | ... |                       |
| " B.—Engineers' plant                                | ... | ... | ... |                       |
| " C.—Workshop machinery and heavy tools              | ... | ... | ... |                       |
| " D.—Ballast and permanent-way                       | ... | ... | ... | 23,689-0-0            |
| " E.—Rolling stock:—                                 |     |     |     |                       |
| (a)—Locomotives                                      | ... | ... | ... | <del>97,520-0-0</del> |
| (b)—Coaching and goods stock:—                       |     |     |     |                       |
| (1)—Complete vehicles                                | ... | ... | ... | 91,210 0 0            |
| (2)—Incomplete parts                                 | ... | ... | ... |                       |
| Class F.—Station materials and fencing               | ... | ... | ... |                       |
| " G.—Tools and stores:—                              |     |     |     |                       |
| (a)—Tools                                            | ... | ... | ... |                       |
| (b)—Stores:—                                         |     |     |     |                       |
| (1)—Hardware                                         | ... | ... | ... |                       |
| (2)—Lamps, &c.                                       | ... | ... | ... |                       |
| (3)—Leather and India-rubber goods                   | ... | ... | ... |                       |
| (4)—Metals                                           | ... | ... | ... |                       |
| (5)—Painters' stores                                 | ... | ... | ... |                       |
| (6)—Timber                                           | ... | ... | ... |                       |
| (7)—Fuel                                             | ... | ... | ... |                       |
| (8)—Furniture for stations, offices, &c.             | ... | ... | ... |                       |
| (9)—Cloth, clothing and equipment                    | ... | ... | ... |                       |
| (10)—Miscellaneous                                   | ... | ... | ... |                       |
| (11)—Stationery                                      | ... | ... | ... |                       |
| (12)—Drawing, mathematical and surveying instruments | ... | ... | ... |                       |
| Add for the sea-freight (say)                        | ... | ... | ... | <del>97,520-0-0</del> |

TOTAL ... £124,000 0 0

\* "Capital" or "Revenue and Minor Construction."

FORM C.

Indent No. 14 of 20th September 1892.

For stores required for the East Coast railway, 5' 6" gauge.

|                                                                                                                        |                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Description of works for which needed.                                                                                 | First equipment of a new line.                                                                                           |
| Estimate when sanctioned, and whether by the Secretary of State or what other authority.                               | Sanctioned by Secretary of State in His Lordship's Despatch No. 71 Railway of 3rd July 1890.                             |
| Whether chargeable to Capital or Revenue; and, if to Capital, whether for a new work or an extension of existing work. | Capital; new work.                                                                                                       |
| From what grant provision has been made for the supply of funds to cover the cost.                                     | From budget grant for 1893-94 under the authority of the Government of India No. 351 H.S., dated the 7th September 1892. |

I certify that the stores required under this indent are for the use of the works sanctioned as above described, and that they cannot be advantageously procured of local manufacture, or from the surplus stores of other railways or from the state railway port reserves.

*James B. Spence*  
~~P. A. SARGEAUNT~~, Lieut.-Colonel, R.E.,

Director General of Railways.

*By - C. J. 8013*

In your reply please quote  
the number and date of  
this letter.

No. 1159  
638

M<sup>3</sup>

From

THE ENGINEER-IN-CHIEF,  
EAST COAST RAILWAY.

To

THE Joint Secretary to the Government of Madras

Public Works Department

Railway Branch

Dated Waltair, the 27 February 1883.

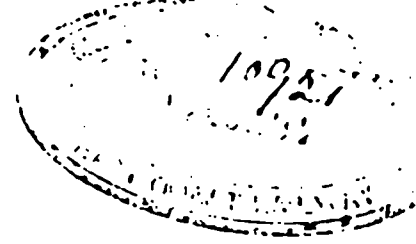
Sir,

On taking charge of the East Coast Railway in July last, I found a certain indent for rolling stock ready prepared, and having scarcely then grasped the conditions of the line I let it go forward. Subsequently it was considerably modified, but there has still remained in it one very large item, 10 locomotives, estimated at £27,550 which I have now come to think had better be cut out for the present.

2. Taking everything into account, our probable annual grant, the progress already attained to, and the advisability of trying to spread the available grant so as to secure as great a mileage, year by year, not of partially finished and unopen lines, but of lines fit for any sort of traffic however slow, I have come to the conclusion that it is wiser to be satisfied with our present stock of locomotives and to get more rails in lieu of ten of them for which the contracts have not yet been placed.

(Enclosures.

We



7303  
638

Waltair 27 Feb 1883

Forwarded to the  
Chief Engineer E.C.R.  
for his consideration

J. J. Dennis

25  
Waltair 27 Feb 1883  
13/10

S. 10011  
2043/93

3. We have thirty engines already in the country, and now that 9 1/2 miles of our Railway are being worked, and likely for some time to be worked, by a foreign agency, these thirty engines are amply sufficient for all our requirements for the next three years. Moreover we can at any time hire four or five of the Vizagapatnam Guaranteed State Railway locomotives, which we are now freely hiring for construction purposes.

4. The money which it was intended to get aside for the ten engines included in Indent no. 14 of 1892 is sufficient for the purpose of 35 or 40 miles of rails and fastenings. We have an excess of steel sleepers already in the country, so for the already contemplated English outlay of 93-94 we can, by adopting the new policy, get very much better results than if we were to lock up many thousands of pounds for three or four years in idle engines. I have not lost sight of the fact that a considerable time must elapse between the ordering and the obtaining of engines, but if they are provided for in the programme of 94-95, they will arrive in India quite as soon as we are likely to require them.

5. I have therefore sent the marginally quoted telegram to the Director General of Railways, and request that a copy of this letter, as well as the revised Indent no. 14 of 1892 herewith enclosed, maybe forwarded to the Government of India.

Encls 1 (in triple)  
Plas: 3.3.93

I have the honor to be  
Yours most sincerely  
J. E. Spring  
Engineer-in-Chief, G. S. Ry.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Engineer } H.E. No. 1159 of 21<sup>st</sup> Feb. 1893  
in Chief Const. Const. Ry. } 638

Ordered that the  
above letter with <sup>being</sup> ~~the~~ <sup>enclosed</sup>  
H.E. No. of 1893 in duplicate  
be forwarded to the Director  
General of Railways for favor  
of necessary action.

H.E. No 502 R of 8<sup>th</sup> March 1893

Forwarded

11/3

Disps. 11/3

2.  
The Const. Const. Ry.  
- 1. Engr. in Ch. Const. Ry.  
- 1. Engr. in Ch. Const. Ry.

0

VO

AB

No 501-2 R 88-3-93

AB.

No: 501-2 R 88-3-93

Handwritten notes:  
R 6/3  
C. 11/3