

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 774R

DATED 25th April

[Despatch Abstract.]

Tank Wagons. — Sanction accorded by the Govt of India to the inclusion of four — of the South Indian Railway, for carriage of petroleum in bulk in the rolling stock statement no XII of the half-yearly Capital and Revenue accounts, communicated to the Consulting Engineer for Railways.

BACK PAPERS.

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FURTHER PAPERS.

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

25TH APRIL 1893, No. 774 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 Statistics), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 30th March 1893, No. 99 R. Stat.

I am directed to acknowledge the receipt of your letter No. 337 R., dated the 16th February 1893, forwarding a copy of the Proceedings of the Madras Government sanctioning the proposal of the Agent, South Indian Railway, to convert four tenders of old engines, superseded by new locomotives, into wagons for the carriage of petroleum in bulk, and, in reply, to communicate the approval of the Government of India to the inclusion of these four tank wagons in the rolling-stock statement No. XII of the half-yearly Capital and Revenue Accounts.

ORDER—dated 25th April 1893, No. 774 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings No. 336 R., dated 16th February 1893.

(True Extract.)

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.

Gobt. of {1893} Madras. PUBLIC WORKS.

Dated April, 25th.

Recd.

Encl.

G.O., 25th April 1893, No. 774 R.

APRIL.

Tank Wagons

Sanction accorded by the Government of India to the inclusion of four — of the South Indian Railway for carriage of petroleum in bulk in the rolling-stock statement No. XII of the half-yearly Capital and Revenue Accounts, communicated to the Consulting Engineer for Railways.

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.

"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:—

	T. CWT. Q.
"(a) The axle loads of converted tender when empty	6 16 0
Do. do. do. loaded	14 16 0
"(b) Gross weight per foot run over buffers	0 15 0
	FT. IN.
"(c) Maximum and minimum heights when loaded to floor level	2 9½
Do. do. unloaded do.	2 10
"(d) Diameter of wheels	2 4
"(e) Height from rail level to centre of buffer	1 10½ unloaded.

"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. Crighton'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.
Spare Copies

RAILWAY.

Govt. 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.

All communications
should be addressed to
the Secretary.

No. 99 R. Stat.
GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Statistics

To

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

Simla, 30th March 1893

Sir,

I am directed to acknowledge the receipt of your letter No 337 R, dated the 16th February 1893, forwarding a copy of the proceedings of the Madras Government 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 and in reply to communicate the approval of the Government of India to the inclusion of these four tank wagons in the rolling stock statement No XII of the half yearly Capital

Capital and Revenue Accounts.

I have the honor to be,

Sir,

Your Most Obedient Servant

Under Secretary

for the

Under Secretary

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