

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 29 R

DATED 20th August

[Despatch Abstract.]

Station-house at Gudupalle Madras Railway. —

The Estimate of Rs 6,040 sanctioned in G.O. No 502 R, dated 5th August 1895, for the proposed —, charged to Capital and registered as No 16 R, of 1895-96.

[illegible]

G.O.	No.	Department.	Date.

G.O.	No.	Department.	Date.

From our experience of this traffic we consider there ought always to be a spare wagon in case of one wanting repair, or to supply an urgent demand.

2

31st MAY 1895, No. 386 R., PUBLIC WORKS.

ORDER—dated 31st May 1895, No. 386 R., Public Works.

The estimate amounting to Rs. 7,900 chargeable to capital for the construction of two additional tank wagons for the conveyance of kerosine oil is sanctioned.

2. This sanction has been registered as No. 5 R. of 1895-96.

3. The number of oil-tank wagons in column 1, form XII, of the half-yearly Capital and Revenue accounts will be altered to 12.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Railway Accounts.

Exd. T. K. Narayana Aiyangar.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated May, 31st.

Recd.

Encl.

G.O., 31st May 1895, No. 386 R.

MAY.

Tank Wagons

Estimate of Rs. 7,900 for the construction of two additional — for the conveyance of kerosine oil on the Madras Railway, sanctioned with remarks.

MADRAS RAILWAY COMPANY.

LOCOMOTIVE SUPERINTENDENT'S OFFICE,

Perambur Works, 25th April 1895.

To

The Agent and Manager.

My Dear Sir,

We have at present 7 oil-tank wagons running and, as you are aware, we are building 3 more, one ten and one fifteen ton wagon for carriage of kerosine oil, and one ten ton wagon for castor oil for Messrs. Binny & Co., making a total of 10 wagons. I do not know whether this number is the minimum which Messrs. Best & Co., will require for ordinary and regular service as, if so, we ought to build at least two more trucks to allow for repairs.

As things are at present and have been ever since these wagons began to run, it is practically a matter of impossibility to execute any repairs ^{whatever} to them. They are patched up on the line and made to run so long as they possibly can and, when it becomes an absolute necessity for them to be sent to the works, special arrangements have to be made in communication with Messrs. Best & Co. and so long as one of the wagons is off the road and the carriage of oil interrupted in consequence, every hour is, of course, important and the result is that telegrams and letters pressing for the wagons to be returned are sent to us almost without intermission.

The carriage of oil in bulk appears now to have become fairly well established and if, as I suppose is the case, it is anticipated it will continue, steps should be taken to provide sufficient stock not only to carry the oil but also to allow of the execution of the ordinary repairs. I shall feel obliged therefore if you will kindly consider the matter and let me know whether under these circumstances,

arrangements

arrangements may be made for the construction of at least two more
wagons to be proceeded with at once.

x x x x x

Yours faithfully,

(Sd.) C. E. PHIPPS,
Locomotive Superintendent.

(True Copy.)

Harry Clark
Offg. Agent & Manager.

HP

A
N^o 386. R. d. 31.5.95