

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 386R

DATED 31st/₄ May

[Despatch Abstract.]

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.

[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.

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.

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.)

Henry Clark

Offr. Agent & Manager.

APR

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474 21.5.75
A.M.

No 382 R dated 31.5.95
PUBLIC WORKS DEPARTMENT,

Madras, 20th April 1895.

To

The Agent and Manager,

Madras Railway Co.,

Dear Sir,

The present high pressure at which the oil tank wagons are being worked is becoming a serious question, and we think the time has arrived to bring the matter forcibly to your notice.

Several of them require a thorough overhaul in respect of the tanks and pipe connections but it will completely disorganise the trade if they are withdrawn from the line before new ones are there to take their place.

The two new ones shortly to be placed at our disposal will do no more than overtake the transport we have been compelled to effect with drums for the last 6 months, and take up orders we had to refuse.

To enable the Locomotive Department to give the necessary attention to these vehicles, we would suggest, with a view to prevent the present ones being ruined, for want of timely repairs, that you make an early application for Government sanction to construct two more of 15 tons capacity.

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.

x x x x

Yours faithfully,

(Sd.)

BEST & Co.,

(True Copy.)

Sd. C. C. C.

Offg. Agent & Manager.

(A. & M. L.)

No 474

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 21st March 1895.

From

The Offg. Agent and Manager.

Madras Railway

To

The Consulting Engineer for Railways.

Sir,

Madras.

I have the honor to forward herewith our estimate, in duplicate, for the construction of two additional tank wagons for the conveyance of Kerosine oil and to request that the sanction of Government may be conveyed to me for the required outlay, Rs 7,900, chargeable to Capital.

2. These wagons are added for to admit of those at present running being withdrawn periodically for repairs as well as to meet the increase of traffic in Kerosine oil.

3. I enclose copies of letters received from the Locomotive Superintendent and Messrs. Burt and Company from which it will be seen that the extra wagons are urgently needed.

The

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MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Recd.

Dated

To

From

No.

356A

No. 386 R dated 31.5.95
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent and Manager
H. S. No. 474 of 21 May 1895.
The estimate amounting to Rs 7,900 chargeable to Capital for the construction of two additional tank wagons for the carriage of kerosine oil is sanctioned. This sanction has been registered as P. S. R. of 1895-96.

1. The total number of Oil tank wagons introduced in column 1 of Form XII of the half yearly Capital and Revenue Accounts will be 12.

Agent & Manager
for Railways

R. J. J. J.

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№ 386. Р. д. 31. 5. 95