Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1437 Ry

DATED 11th Decr. 1899.

Includes G.O. No. 1075-76 Ry. of 29.9.99.

Proof

2

80/2

[Despatch Abstract.]

Bogie reserved Carriages for the S. I. Ry.

Commung: to the Agent, the Sanction of the Govt. of India to the Construction of three new — at a cost of Rs 21,390, instead of six carriages as applied for.

[P. W. 26. / 200—30-3-99.]

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RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*
Regd. } *Spare copies*

G.O., No. 1437 Ry., 11th December 1899.

DECEMBER.

No 212 d/22/1/1900
CR in stt: form.

Bogie reserved Carriages for the South Indian Railway

Communicating to the Agent, the sanction of the Government of India to the construction of three new — at a cost of Rs. 21,390, instead of six carriages as applied for.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 16th September 1899, No. 934.

I have the honour to inform you that the carriage used at present by the Agent being too large while those used by the Locomotive Superintendent and Traffic Manager are inconveniently small and moreover too light to run on fast trains, it is proposed to utilize these three vehicles for general traffic purposes, and as the want of a smaller type of bogie carriage than that in use is often felt when complying with requisitions for reserved accommodation, the approval of the Board of Directors has (*vide* accompanying extracts from—

(*a*) my letter No. 644 of 28th June 1899 to the Managing Director,

(*b*) the Managing Director's letter, No. 237 of 18th August 1899, to myself)

been obtained to the proposed expenditure of Rs. 42,780 for constructing six bogie carriages (three for officers and three for the public) on 30-ft. underframes, and I therefore forward, in duplicate, for sanction the attached estimate, No. 2161, for Rs. 42,780, chargeable to Capital, for constructing the vehicles.

2. I also forward two ferrotype copies each of drawing Nos. 700, 705, 759 and 760 showing details of the vehicles to be constructed.

Enclosure No. 1.

Extract from letter from—The Agent, South Indian Railway.
To—The Managing Director.
Dated—Trichinopoly, 28th June 1899, No. 644.

Construction of six bogie reserved carriages.—With reference to the approval communicated in your letter, No. 218 of 4th November 1898, to a provision of Rs. 42,000 being made in the current official year's budget for the construction of six bogie reserved carriages on underframes, 30 feet in length—three being for the use of the Agent, the Locomotive Superintendent, and Traffic Manager, and three for the use of the general public—I forward in the packet an estimate, No. 5/99, amounting to Rs. 42,780, chargeable to Capital, for the construction of the carriages in question, together with four drawings, showing the details of the underframes and superstructures, and shall be glad to receive the sanction of the Board to the proposed expenditure, as well as to the adoption of the type of bogie shown on the drawings which has been selected by the Locomotive Superintendent as being the most suitable.

Enclosure No. 2.

Extract from letter from—The Managing Director.
To—The Agent, South Indian Railway.
Dated—London, 18th August 1899, No. 237.

In your No. 644 of 28th June 1899, you apply for the sanction of the Board to the estimates and designs, therein enclosed, for six bogie reserved carriages, 30 feet long—three being for the use of the Agent, the Locomotive Superintendent, and the Traffic Manager, and three for the public. By letter No. 218 of 4th November 1898, the Board had already agreed to the inclusion of Rs. 42,000 in the budget estimate for these six carriages, and the estimate of Rs. 42,780 now submitted is approved. As to the design, Sir George Bruce, in a letter, dated 7th August (copy enclosed), states that there is greater carrying capacity, compared with the dead weight, in the 40-ft. bogie carriage than in the present design of the three intended for the public service. It is, however, understood that these are required for special service and for a less number of passengers than could be accommodated in the ordinary 40-ft. bogie.

Order—No. 1075 Ry., dated 29th September 1899.

Ordered that the Government of India be addressed.

From—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 29th September 1899, No. 1076 Ry.

I am directed to forward, for the orders of the Government of India, a copy of a letter No. 934, dated 16th September 1899, and enclosures, from the Agent, South Indian Railway Company, with which he submits an estimate as per margin for the following works :—

Amount of estimate, Rs. 42,780.
Chargeable to South Indian Railway.
Allocation to Capital, Rs. 42,780.
,, to Revenue, Rs. *Nil.*
Funds available or not ?—Available.
Estimate recommended or not ?—Recommended.
Allocation recommended or not ?—Recommended.
Board's approval obtained or not ?—Obtained.

Construction of six new bogie reserved carriages on 30-ft. underframes.

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary to the Govt. of Madras, P.W. Dept., Railway Branch.
Dated—Calcutta, 27th November 1899, No. 2208 R.S.

I am directed to acknowledge the receipt of your No. 1076 Ry., dated 29th September 1899, forwarding for sanction an estimate, amounting to Rs. 42,780, of the probable cost of constructing six new bogie reserved carriages on 30-ft. underframes for the South Indian Railway, in addition to the existing authorized stock. It is observed that it is intended to utilize the six carriages in the following manner: three of them are to replace the three reserved carriages used at present by the Agent, the Locomotive Superintendent, and the Traffic Manager, which are declared to be unsuitable and are therefore to be used for general traffic purposes; the other three it is proposed to also use for general traffic purposes.

2. In reply, I am to say that the Government of India are pleased to sanction the construction of the three reserved bogie carriages for the officers of the South Indian Railway as an addition to the authorized stock of the line and to the transfer of the existing three carriages, which they will replace, to the stock of the open line for the use of the public.

3. As regards the other three reserved bogie carriages, I am to observe that nothing has been brought forward to establish the immediate necessity for them beyond the statement that inconvenience is often felt at the want of a smaller bogie carriage than exists on the South Indian Railway, to comply with requisition for reserved accommodation. I am therefore to say that the Government of India are unable to sanction the construction of these three carriages at present.

4. The sanction given in paragraph 2 of this letter, which amounts to Rs. 21,390, has been registered as No. 4, South Indian Railway, of 1899 and is chargeable to Capital.

Order—No. 1437 Ry., dated 11th December 1899.

Communicated to the Agent, South Indian Railway, with reference to his letter No. 934, dated 16th September 1899.

2. This sanction has been registered as No. 27 Ry. of 1899–1900.

(True Extract.)

Francis J. E. Spring,
Secretary.

To the Agent, South Indian Railway.
„ Examiner, Guaranteed Railway Accounts.
„ Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

No. 934

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
Trichinopoly, 16th September 1899

Print

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
18 SEP 1899
MADRAS

C. No. 4874
Recd. 18/9/99

From

The Ag Agent.
SOUTH INDIAN RAILWAY,

To

1P

The Consulting Engineer for Railways,
MADRAS.

Sir,

I have the honor to inform you that the Carriage used at present by the Agent being too large while those used by the Locomotive Superintendent and Traffic Manager are inconveniently small and moreover too light to run on fast trains, it is proposed to utilise these three vehicles for general traffic purposes, and as the want of a smaller type of Bogie Carriage than that in use is often felt when complying with requisitions for reserved accommodation the approval of the Board of Directors has, vide accompanying extracts from:—

(a) my letter No. 644 of 28th June 1899 to the Managing Director

(b) the Managing Director's letter No. 237 of 18th August 1899 to myself

been obtained to the proposed expenditure of Rs 42,780 for constructing Six Bogie Carriages (three for Officers and three for the public) on 30 feet under frames, and I therefore forward, in duplicate, for sanction the attached estimate, No. 2161, for Rs 42,780 chargeable to Capital for constructing the vehicles.

2 I also forward two Ferrotype copies each of

[500—5-2-99.]

of Drawing No

700
705
759
and
760

details of the vehicles to be constructed. showing

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

12 Enclosures by railway parcel

W. Le Mesurier
for Acting Agent.

South Indian Railway Co., Ld.

Extract from the Agent's Letter No. 644 dated Trichinopoly, the 28th June 1899, to the Managing Director.

Print 2 sf

ROLLING STOCK.

Construction of six Bogie Reserved Carriages. With reference to the approval communicated in your letter No. 218 of 4th November, 1898, to a provision of Rs. 42,000 being made in the current official year's Budget for the construction of six Bogie Reserved Carriages on underframes 30 feet in length, three being for the use of the Agent, the Locomotive Superintendent, and Traffic Manager, and three for the use of the general public, I forward in the packet an Estimate, No. 5/99, amounting to Rs. 42,780, chargeable to Capital, for the construction of the carriages in question; together with four drawings showing the details of the underframes and superstructures, and shall be glad to receive the sanction of the Board to the proposed expenditure, as well as to the adoption of the type of Bogie shown on the drawings which has been selected by the Locomotive Superintendent as being the most suitable.

Hay J

— Enclosure —

Print

Copies of the following papers regarding Bogie Reserved carriages.

(a) Estimate, No. $\frac{5}{99}$, for constructing six carriages.
(b) Ferrotype copy of drawing No. 700 showing the details of three carriages for the use of Heads of Departments.
(c) Do. do. No. 705 of a carriage for use by the general public.
(d) Do. do. No. 759 underframe for the above.
(e) Do. do. No. 760 pressed steel bogie truck for the above.

AGENT'S OFFICE,
TRICHINOPOLY,
16th Septr. 1899

True Extract.

W. Le Mesurier
Ag. for Agent.

Accompaniment to the Agent's letter
No. 934 of 16-9-99.

[600—5-2-99.]

Enc. No. 1 to L. C. No. 2874 9
Letter No. 734 | 16/9/99
From

South Indian Railway.

Extract from the Managing Director's Letter No. 237, dated London, the 18th August 1899, to the Agent.

Printed 3 sp

BOGIE RESERVED CARRIAGES 30 FEET LONG.

In your 644 of 28th June, 1899, you apply for the sanction of the Board to the estimates and designs, therein enclosed, for six bogie reserved carriages, three being for the use of the Agent, the Locomotive Superintendent, and the Traffic Manager, and three for the public. By letter 218 of 4th November, 1898, the Board had already agreed to the inclusion of Rs. 42,000 in the budget estimate for these six carriages, and the estimate of Rs. 42,780 now submitted is approved. As to the design, Sir George Bruce, in a letter dated 7th August, copy enclosed, states that there is greater carrying capacity, compared with the dead weight, in the 40 feet bogie carriage than in the present design of the three intended for the public service. It is, however, understood that these are required for special service and for a less number of passengers than could be accommodated in the ordinary 40 feet bogie.

AGENT'S OFFICE,
TRICHINOPOLY.
16th Septr 1899

Accompaniment to the Agent's letter
No. 734 of 16-9-1899.

(True Extract.)

W Le Mesurier
Ag
for Agent.

[500—5-9-99.]

Enc. No. 2
Letter No. 934 16/9/99
From

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 18th September 1899.

EXAMINER
Regr. No. 565
19 SEP 1899
Enclosures...
RAILWAY ACCOUNTS, MADRAS

19/9/99

No. 2925

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 934, dated 16th September 1899, forwarded to the Examiner of Railway Accounts, for check as to allocation and budget provision.

18.9.99

for E. R.

EXAMINER'S REPLY.

The estimate is correct as to allocation and requires the sanction of the Govt. of India. C.R.T. has certified as to funds.

for C. G.
19/9/99

E.R. for approval — submission to India
21.9.99
20.9.99

Forwd
22/9/99

1437 R
rec for 13/12

[100—5-9-99.]

Extract from Bd. letter No. 218 d/ 4.11.98 to Agent S.I.Ry

Budget Estimate 1899-1900. List of works Estimated to Cost Rs 5,000 each & upwards

The Board sanction the inclusion in the Budget Estimate for the year 1899-1900, of the works estimated to cost Rs 5,000 and upwards, as recommended in your letter No. 604, viz—

× × ×

Bogie reserve carriages . . . . — Rs 42,000

Extract from A's No. 604 d/ 21.9.98 to the Bd. S.I.Ry

Budget Estimate 1899-1900

List of works Estimated to Cost Rs 5,000 each & upwards.

I have placed in the packet a list of works Estimated to Cost Rs 5,000 each and upwards, for the consideration of the Bd. of Directors and for favor of their sanction to the items therein mentioned being included in the Budget Estimate for 1899-1900. I consider it desirable that provision be made for these works in the Budget.

Bogie Reserved Carriages

The carriage used at present by the

Acc

Agent being too large, while those used by the Loco. Supt & Traffic Manager are inconveniently small & moreover too light to run on fast trains, it is proposed to utilise these for general traffic purposes; & as the want of a smaller type of bogie carriage than that in use is often felt when complying with requisitions for reserved accommodation; Sanction is requested to the Construction of six bogie reserved carriages on underframes thirty feet in length, three for the use of the Heads of Depts. abovementioned, & three for the use of the general public.

B Form No. 12.

Read the following:-
Ltr. from the Agent, S.I.Ry, No. 934 d/ 16/9/99
No. 1075 Ry dated 29/9/99
Ordered that the Govt. of India be addressed.

No. 1076 Ry

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Government of India,
Public Works Department,

4P

5P

Ooty, the 29/9/99

Sir,

I am directed to forward, for the orders of the Government of India, a copy of a letter, No. 934 dated 16th September 1899 and enclosures from the Agent, South Indian Railway Company, with which he submits an estimate as per margin for the following works:—

Amount of Estimate Rs.	42,780
Chargeable to	South Indian Railway.
Allocation to Capital Rs.	42,780
„ to Revenue Rs.	Nil.
Funds available or not	Available
Estimate recommended or not	Recommended.
Allocation „ „	Recommended.
Board's approval obtained or not	Obtained.

Construction of six new bogie reserved carriages on 30 ft under frames.

Despatched on 29/9/99.

I have the honor to be,
Sir,
Your most obedient Servant,
F.K.S.
for R. ~~Joint Secretary~~.
29/9/99

Documents accompanying:-
(1) Copy of Ltr No. 934 of 16/9/99 with Enclos
(2) Estimate & 4 plans (by basket post)

All communications
should be addressed
to the Secretary.

No.2208 R.S.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STORES

SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
4 DEC 1899
C. NO. 1515

To

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

6. P.

Calcutta, the 27th November 1899.

Sir,

F

I am directed to acknowledge the receipt of your No.1076 Ry dated 29th September 1899, forwarding for sanction an estimate amounting to Rs.42,780 of the probable cost of constructing six new bogie reserved carriages on 50 feet underframes for the South Indian Railway, in addition to the existing authorized stock. It is observed that it is intended to utilize the six carriages in the following manner:- three of them are to replace the 3 reserved carriages used at present by the Agent, the Locomotive Superintendent, and the Traffic Manager, which are declared to be unsuitable and are therefore to be used for general traffic purposes; the other 3 it is proposed to also use for general traffic purposes.

2. In reply I am to say that the Government of India are pleased to sanction the construction of the 3 reserved bogie carriages for the officers of the South Indian Railway as an addition to the authorized stock of the line and to the transfer of the existing 3 carriages, which they will replace, to the stock of the open line for the use of the public.

3. As regards the other 3 reserved bogie carriages, I am to observe that nothing has been brought forward to establish the immediate necessity for them beyond the statement that inconvenience is often felt at the want of a smaller bogie carriage than exists on the South Indian

Railway

Railway, to comply with requisition for reserved accommodation. I am therefore to say that the Government of India are unable to sanction the construction of these 3 carriages at present.

4. The sanction given in paragraph 2 of this letter, which amounts to Rs.21,390 has been registered as No.4 South Indian Railway of 1899 and is chargeable to Capital.

I have the honour to be,
Sir,
Your most obedient servant,

C. J. Ede
Under Secretary.

Documents accompanying :-
Nil.

A.R.K.

Public Works (1899) Department.

RAILWAY BRANCH.

A

CURRENT No. 1515

Read.
Ex. 1075-76 Ry of 24-9-99 } Print
Indian No 2208 R.S. of 27-11-99 }

Print

78

Order No. 1437 Ry dated 11.12.99.

From Govt of India

Communicated to the Agent S. I. Railway with reference to his letter No 934 of 16 Septr 1899.

2. This sanction has been registered as No 27. Ry of 1899-1900

FW
R
7/12/99

No. 2208. R.S.
Dated 27-11-99
Received
Registered 4-12-99
Enclosures
Spare copies.

To
The Agent S. I. Ry in mss print
" Exr Gd Ry: Accts
" Cons Engr for Rys

Despatched on 10/1/00

7/12/99

SUBJECT.

Six new bogie reserved carriages proposed for the S. I. Ry.

Sanctioning the construction of the 3, intended for the Ry. officials, out of the

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

8 p