M.R.O. 14—13,000—27-9-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 895 Press Mis.

286. 287

Dated 17—4— 1867.

Not to be folded or roughly handled

895

Proceedings of the Madras Government, Revenue Department, 17th April 1867.

No. 286. Read the following Proceedings of the Madras Government in the Public Works Department:—

Communicating paragraph 1 of Railway Consulting Engineer's observations, having reference to the cultivation of firewood to meet the future requirements of the Railway. } (Here enter 4th April 1867, No. 1,046.)

No. 287. ORDER THEREON, 17th April 1867, No. 895.

Miscellaneous.

Ordered to be communicated to the Board of Revenue and the Acting Conservator of Forests, with reference to paragraph 2 of the Proceedings recorded above. The Board will instruct the Collector of North Arcot, in modification of paragraph 10 of the Order of Government, dated 15th January 1867, No. 159, to resume operations on the tract of 150 Cawnies near Trivellum for the formation of a Casuarina plantation, as contemplated in his letter to the Board, dated 6th September 1866, No. 252, (Board's Proceedings, dated 25th September 1866, No. 6,871). Mr. Robinson remarked in the same letter that the other tract near the Tripati station had been offered to the Forest Department, and that he believed that the offer would be accepted. He will place himself in communication with Captain Beddome on the subject, and report the result to Government, through the Board.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue,
„ the Acting Conservator of Forests,
„ the Public Works Department,
} With Procs. Public Works Department, No. 1,046.

Exd. S. T. Augustin.

No. 89. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 19th March 1867, No. 82.

Read the following :—

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram Terminus, on Tuesday, the 12th March 1867.

Present.

Lieutenant-Colonel J. C. ANDERSON, R. E., Consulting Engineer for Railways.
Mr. W. G. SMART, Chief Engineer, Madras Railway.
,, W. B. WRIGHT, Locomotive Superintendent, ,,
,, H. E. CHURCH, Traffic Manager, ,,
,, R. B. ELWIN, Agent and Manager, ,,

1. The Agent and Manager read Order of Government, No. 159, dated the 15th January 1867, having reference to the cultivation of firewood, to meet the future requirements of the Railway, &c., &c.

2. After discussion the Committee were of opinion, that as the Government has already had prepared, at the public expense, 150 Cawnies of land near Teruvellum, and are adopting measures for the growth of firewood in other places, it is inexpedient for the Railway Company, at any rate for the present, to embark in the cultivation of firewood.

3. The Agent and Manager read letters from the Locomotive Superintendent, Nos. 23 and 30, dated respectively the 25th February and 7th instant, applying for sanction to construct six new composite and twenty-five third class carriages, and 500 high-sided open goods wagons. Mr. Elwin read also a letter from the Traffic Manager, explaining the circumstances under which he recommended that authority be given to the Locomotive Superintendent to construct the vehicles enumerated by him.

4. After discussion, it was resolved to apply for sanction to construct six composite carriages, after the design submitted by Mr. Wright, at an estimated cost of Rupees 24,420, the expenditure being divided as follows :—

Indian expenditure	Rupees 18,300
English ,, ... ,,	6,120

5. It was also resolved to apply for sanction to construct twenty-five third class carriages, at an estimated cost of Rupees 63,200, and 500 high-sided open goods wagons at an estimated cost of Rupees 8,17,000, the expenditure being divided as follows :—

	Rs.
Indian expenditure on 25 third class carriages	35,375
English ,, ,, ,, ...	27,825
Indian expenditure on 500 high-sided open goods wagons	1,93,000
English ,, ,,	6,24,000

6. The Agent and Manager read a letter from the Chief Engineer, No. 70, dated the 13th ultimo, applying for sanction to debit the "Capital" Account with

the following expenditure, in connection with the Electric Telegraph of the Bangalore branch :—

	Rs.	A.	P.
Staying beechwood tops	661	6	6
Renewing „	5,270	0	0
Contingencies...	1,027	4	2
Total ...	6,958	10	8

These items form a portion of an estimate amounting to Rupees 11,400, authorized by the Consulting Engineer's letter No. 157, dated the 8th March 1866, which sum was sanctioned to be expended on "Capital" Account. The Chief Auditor and Government Examiner, however, decline to pass charges under this estimate after August 1866, on the ground that the letter conveying the sanction for the outlay of Rupees 11,400, distinctly stated it to be for "Maintenance of Telegraph, Bangalore branch, for two years;" hence the necessity for the present application. With letter No. 134, dated the 6th instant, the Chief Engineer forwards a report from the Telegraph Engineer, upon the state of the wood tops on the Bangalore branch and North-West Line.

7. Mr. Smart explained that the beechwood tops were never intended to be otherwise than temporary, and that he considered the expenses in re-placing them with teak, a legitimate charge against capital.

After discussion it was resolved that the charge, viz., Rupees 6,958-10-8, be debited to capital.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

(Signed) R. B. ELWIN,
Agent and Manager Madras Railway.

From the Chief Engineer, to the Agent and Manager, dated Madras, 13th February 1867, No. 70.

1. The Consulting Engineer's letter No. 157, dated 8th March 1866, conveys the sanction of Government to an estimate of Rupees 11,400 for the Telegraph Bangalore branch.

2. The estimate is as follows :—

	Rs.	A.	P.
Maintenance of Telegraph for two years	4,441	5	4
Staying beechwood tops...	661	6	6
Renewing do. do.	5,270	0	0
Contingencies	1,027	4	2

3. The first portion of the estimate became extinct after the Line fell on Revenue, but it was not intended that the remaining portion should be dealt with in the same manner, as the renewals of the tops were not commenced with until recently.

4. As the Auditors however decline to pass charges to Capital under this estimate after August 1866, on the ground that the letter conveying the sanction for the Rupees 11,400 distinctly states it to be for "Maintenance of Telegraph, Bangalore branch, for two years," I will thank you to request the Consulting Engineer to authorize expenditure to be still incurred on the estimate, deducting that portion relating to Maintenance.

From the Chief Engineer, to the Agent and Manager, dated Madras, 6th March 1867, No, 134.

Referring to your No. 28, dated the 19th ultimo, I have the pleasure to forward to you a copy of the Telegraph Engineer's report upon the state of the wood tops on the Bangalore branch and the North-West Line.

From G. K. WINTER, Esq., to the Chief Engineer, Madras Railway, dated Arconum, 4th March 1867, No. 52.

Your letter No. 194 of the 23rd ultimo, calling for a report upon the condition of the wood tops on the Bangalore branch and North-West Lines.

1. The number of beechwood or temporary tops upon the Bangalore branch at the present time is 970. The number of teak tops permanently fixed 730, making a total of 1,700.

2. The actual construction of the Telegraph is finished, but the beech tops are being replaced by permanent teak tops at a rate of quarter of a mile per day on an average. The whole of them are, however, failing very fast. I anticipate that few will last more than another year.

3. On the North-West Line there are 1,840 beechwood tops and 540 teak tops, making a total of 2,380 between Arconum and Cuddapah. Beyond Cuddapah there are no beech tops used at all.

4. The temporary beech tops here also are failing fast. I do not consider it safe to allow any of them to remain longer than another year. In fact the sooner we have the permanent teak poles throughout the line the better, as we are now occasionally troubled by the falling of the present tops, causing serious interruption of communication.

5. The construction of the line from the Chittravutty river to Gooty is now in progress. I hope to reach that place about the beginning of April. The whole of the wood tops north of Cuddapah being of teak, I hope they will require no renewing for many years.

From the Traffic Manager, to the Agent and Manager, dated Madras, 13th March 1867, No. 80.

1. 1 With reference to our conference yesterday at the Stores Committee on the subject of Wagon rolling stock : In anticipation of the junction of the Great Southern of India Railway with our South-West Line at Errode; of further extensions of the North-West Line ; and of the gradual development of traffic on both Lines, I would recommend that sanction be at once obtained for the construction of 500 high-sided open goods wagons, for although we are in no immediate want of stock, it is not politic to delay construction until we actually require it, particularly as I understand from the Locomotive Superintendent that if he is compelled to part with the skilled labour he has trained, it will be difficult when again required, which it is sure to be sooner or later, to get it.

2. The construction of twenty or twenty-five wagons per mensem will probably enable the Locomotive Superintendent to keep this labour well employed, and we shall be gradually increasing our stock without pressure, and be ready to meet all demands that may be made upon us.

P. S.—Our stock of third class carriages is too small to meet the demands made upon us on occasions of feasts, and it is necessary to increase the number at once by twenty-five, and in the course of another eight or ten months by another twenty-five carriages.

From the Locomotive Superintendent, to the Agent and Manager, dated Perambore Works, 25th February 1867, No. 23.

1. The Traffic Manager has written to inform me that he requires six new composite and twenty-five third class carriages.

2. The composite carriages are required partially for the purpose of furnishing 1st and 2nd class passengers travelling by night trains with through accommodation, so as to avoid the inconvenience of changing carriages, as is done at present, at Jollarapett and at Salem ; and partially because further 1st and 2nd class accommodation is required. I have therefore prepared a plan which the Traffic Manager has approved of, and which I beg to submit herewith.

3. The 3rd class carriages, the Traffic Manager informs me, are necessary, because the present stock of that class of vehicle is at times insufficient for the working.

4. A large quantity of high-sided open goods wagon iron-work is now in course of being supplied from England, and as all the vehicles of this description for which we have sanction are constructed, I beg to recommend that the sanction of Government be solicited for the construction of a further number of 500 of these wagons.

From the Locomotive Superintendent, to the Agent and Manager, dated Perambore Works, 7th March 1867, No. 30.

1. I have the pleasure to forward you herewith a tracing of a sketch of the proposed new composite carriages for which sanction is required. If you approve of the description of vehicle, be good enough to send it forward with your recommendation that six such carriages should be constructed.

2. I beg to append an estimate of the cost of construction.

Indian expenditure.

	Rs.	Rs.
Cost of labor, superintendence, contingencies, &c., &c.	10,596	
Cost of Stores to be purchased in India	4,662	
Value of teak timber (*already in stock*)	3,042	
	———	18,300
English expenditure.		
Value of iron-work, glass, wheels, axle boxes, &c., (already in Store received from England)		6,120
Total...		24,420

The total expenditure to be incurred in India will therefore be Rupees 18,300, or if the timber is to be excluded, having already been paid for and being in stock, Rupees 15,258.

1. With reference to paragraph 2, the Committee being of opinion that it would be inexpedient for the authorities of the Railway Company to avail themselves of the permission granted them by Government to cultivate two plots of land near Trivallum and Triputty, the Collectors of the districts concerned, will be informed that the land required for the purpose will not be taken up by the Railway Company.

No. 896, dated 2nd May 1865.
,, 2,302 ,, 25th Sept. ,,

2. An explanation of the necessity of constructing the additional rolling stock enumerated in paragraphs 3, 4, 5 of the Committee's Proceedings is furnished in the accompanying letters from the Locomotive Superintendent and Traffic Manager. The composite carriages are certainly required to obviate the inconvenience to which passengers are now subjected from having to change carriages at Jollarpett and Salem; and the application for 25 third class and 500 high-sided open goods wagons is also recommended for sanction, the experience of other Indian Railways having shown the great inconvenience that is occasioned by having the rolling stock behind the requirements of traffic. It will be observed that the construction of the additional goods wagons now recommended, would be extended over a period exceeding two years.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 90.

ORDER THEREON, 4th April 1867, No. 1,046.

RAILWAY, No. 12.

1. The Proceedings of the Madras Railway Committee as reported in these papers are approved.

2. Paragraph 1 of the Consulting Engineer's observations will be communicated to the Revenue Department with reference to the Orders in that Department marginally noted.

No. 896, dated 2nd May 1865.
,, 2,302, ,, 25th Sept.
,, 159, ,, 15th January 1867.

Proceedings of the Madras Government, Public Works Department, 4th April 1867.

3. The sanction of the Government of India will be requested to the proposed outlay of Rupees 9,04,620 for the additional composite and third class carriages and high-sided open wagons, which are represented to be required for use on the Madras Railway.

Ordered that the following letter be sent :—

(Here enter No. 1,047, dated 4th April 1867.)

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Revenue Department.

Exd. S. T. Augustin.

Revenue Depart.

No. 895.

Proceedings of the Madras Government

Under date 17th April 1867

Read the following

Proceedings of the Madras

Government in the Public

Works Department

Communicating Separate
of Railway Conducting Engi-
neer's observations having
reference to the cultivation
of Firewood & to meet the
future requirements of
the Railway.

(Here enter 11th April 1867
No. 1046

Ordered to be com-
municated, to the Board of Rev.
and the Acting Conservator
of Forests with reference
to para 2 of the Proceedings
recorded above - The Board
will instruct the Collector
of North Arcot, in modi-
fication of para 10 of
the order of Government
of 15th January 1867, No. 59,
to resume operations
on

Rev. 1867 Dept.
No. 894
Rs. Separate
Public Works
Dated 5th April 1867
Rec'd 8th April 1867

Communicating
Rly Conductg Engr's
observations regarding
cultivation of Firewood
& meeting future require-
ments of Railway

No 221.

5.

on the tract of 150 Cawnies
near Trincomm for the
formation of a Cadamma
plantation as ~~reported~~ outlined
in his letter to the Board
of 6th September 1866
No. 252 (B. of Pro. of 25th
September 1866 No. 6871).
Mr. Robinson remarked
in the same letter that
the other tract near the
Tripate station ~~was~~ had been
offered to the Forest
Department, and that
he believed that the
offer ~~would~~ could be accepted.
He will place himself
in communication with
Captain Beddome on the
subject and report the
result to Government
through the Board.

14 Copies Tables of Rent
4 " " Cost of Forests
21 " Abstract

Dr. D. No 1046 Dated 16

Revenue 1867 Depart.
Pro: of Govt for April

No 895.

Pro: of the Madras Govt.
Dt 17th April 1867

From Bd of Revenue
No 24 Inam Pt Cho - 3696-

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No 286 & 287