

Copy of the letter No . FU (3) 56748/76 DT . 6-11-1978 from the Chief Conservator of Forests , Trivandrum to the Divi . Forest Officer , timber sales divisions , Peru boor

Sub : Supply of timber to Government of India consignees fixing of Railhead depots.

Timber supply to the Government of India Consignees and railway is one of the major activities of the major activities of the Department of the department and such it has to be streamlined and make more efficient to avoid delay in the selection , despatch invoicing and adjustments of value. Every year the demand is increasing fast and since Government of India is the major buyer of our number in imperative that the machinery a handling these works is an further improved . The department has also undertaking large scale clearance of fees under different projects and in few of timber into in depots has accelerated and increased in . Timely disposal of logs would lesser conjunction in the depot yard .

At present the selection of Government of India logs are done from all the depots spread throughout the state so much so selection officers from the Forest Utilization branch and railways have to transverse the entire state and so their works inspecting and selection from each and every depot. This entails delay and incurring of heavy expenditure on 7A vehicle expenditure etc . Besides this every depot has to arrange for a contract for the despatch of logs to Government of India . This means further expenditure on pulling out such logs loading transporting of unloading in railway stations yards . Which next often may be further railway from the depot and the recent age of profit is to be allowed on this. for contractors etc . Many of these depots may not have enough of timber for concluding a contract and the depot officers concerned will have to be forced to take up this work quite reluctantly and often resulting in inordinate delay and consequent loss to Government of India supply and so most often delays are caused in the adjustment of value and has often created problems of demurrage or wharf age to this defective handling of dispatch . There are many correspondence on such issues in all the officers concerned .

It has been the practice since a number of years to deliver the rosewood , timber collected from all over the state in three or four specified depots. A provision is made in the contracts for supply of timber to implement this directive from this office . This enables better accounting and marketing of this timber producer . Similarly a provision can be made in the contracts for supply of timber to implement this directive from this office. This enables better accounting and marketing of this produce . Similarly a provision can be made in all the future supply contracts to deliver the selectable Government of India quantity timber to specified depots in the state . While registering the logs in the coupes the registering officers can earmark such logs and entrust the same of the contractors for delivery in the specified railhead depots . The registering officer can be given necessary directions and guide lines for this preliminary selection in the coupes , By this more attention could be enforced in the Conversion of trees into logs and their dressing etc . before they are actually registered . At the moment in Kottayam , Maslayattur and Munnar division supply logs are brought to Parampuzha vettikad , Varampuzha , Mudical , Kothamangalam Thalakode and veetoor depots . Selection for Government of India is conducted in these depots and these further Contracts are fixed for delivery of these logs to Ernakulum depot from when they are dispatched . If logs are delivered as suggested above right from the coupes to the Ernakulum depot direct there is great saving of expenditure delays in delivery of timber could be dispatched in fresh condition reduce cost .

On watching and studying the timber supply under the existing set up the above narrated defects have been noted and experienced To enable smoother and faster flow of timber and at the same time bring better control over the institution dealing with this work thjwe following depots are declared as rails head depots since they are the immediate vicinity or near to the railway station from there dispatch could be done with case and at lesser coast . Therefore all the Government of India species , quantity and size logs should be registered and delivered in the under noted railhead depots . The instructions now should be strictly implemented

### Rail-head depots

Name of depot -----	Forest Division -----	Name o railway station -----
1. Thirumale depot	Trivandrum &Munnar divi.	Kochuveli Trivandrum
2. Tuet depot	Punalur , Konni&Ranni	Quilon
3. Kadakkamon depot	Punnalur , Thenmala Konni &Ranni	Punalur
4. Thenmaldepot	Punalir , Thenmala Konni & Trivandrum	Thenmala
5. Ernakulam	Kottayam Malayattur , Munnar	Ernakulam & Edappally Railway station
6. Chalakudy	Chalakuddy & Trichur	Chalakudy
7. Olavakkod Central Depot	Pal;aghat & Nemmara	Olavakot
8. Pollachi depot	Nemmara	Pollachi
9. Challam	Kozhikode , Nilambur	Kozhikode or Kallai
10. Aruvacode Nilambur		Nilambur Railway Station
11. Mysore	Vynad	Asokapuram
12. Nanjangode	Vynad	Narijangode

Species;- Sound Teak logs of and above 105 cm in girth hardwoods . logs of and above 120cm in ogrith . Mauthi Vengat , Aini , Thembe, White cedar , Benteak . Poonkaranjilly Kulavu, Manjakudambu unnam

He receipt of this letter should be acknowledge bby return .

Yours faithfully ,

Sd/- for Chief Conservator of Forests

For Conservator of Forests

Trichur