

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2713

Press
Mis.

344-345

Dated 14 - 9 - 1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
14th September 1865.*

Read the following :—

No. 432.

No. 344. Application from the Agent and Manager of the Madras Railway Company, requesting the sanction of Government to the following Estimate.

SOUTH-WEST LINE.						Sch. I. RS.	Sch. II. RS.
Privy for Workmen's houses at Vellore Station	...	...	...	...	...	.....	387
Distant signal and Semaphore signal at the Coimbatore Station	...	...	...	...	...	.....	788
				Total...	.....	.....	1,175
<i>Salt Cotaour Branch.</i>							
Drainage sanctioned in October 1863	...	...	...	...	...	5,915	.....
Road making	...	...	...	...	...	.....	4,767
Ballasting	...	...	...	...	...	.....	2,948
Foundation, fixing, &c., for a 5-ton Crane	...	...	...	...	...	.....	2,208
Superintendence	...	...	...	...	...	.....	792
						5,915	10,715
<i>BANGALORE BRANCH.</i>							
<i>Bangalore Station.</i>							
Station House and Passenger shed	...	...	...	...	...	11,928	
Goods Warehouse	...	...	...	...	...	623	
Engine shed	...	...	...	...	...	640	
Fuel shed	...	...	...	...	...	913	
Coke shed	...	...	...	...	...	3,440	
Engine Driver's Bungalow	...	...	...	...	...	420	
Well, 12 feet in diameter	...	...	...	...	...	2,249	
Three Workmen's houses	...	...	...	...	...	2,154	
Traffic Manager's Bungalow	...	...	...	...	...	1,192	
Guard's Bungalow	...	...	...	...	...	1,192	
Weigh bridge	...	...	...	...	...	1,290	
Foundation to water column	...	...	...	...	...	39	
Earthwork in Station ground and roads	...	...	...	...	...	2,000	
Ballasting	...	...	...	...	...	12,500	
Plate laying	...	...	...	...	...	4,000	
Gates for Station	...	...	...	...	...	252	
Drains, rock-cutting, and extra earthwork	...	...	...	...	...	7,368	
Three Workmen's houses, each Rupees 718	...	...	...	...	...	2,154	
Carriage shed (original estimated amount)	...	...	...	...	...	13,601	
Workshop Stores' Office	...	...	...	...	...	4,885	
Tank house	...	...	...	...	...	1,081	
Blowing off pits (original estimated amount)	...	...	...	...	...	400	
Godown for the custody of Treasure (original estimated amount)	...	...	...	...	...	311	
Apothecaries' quarters	...	...	...	...	...	2,801	
						77,533	
<i>Jaularapett Station.</i>							
Workmen's houses	...	...	...	...	...	.....	2,801
Deputy Station Master's Bungalow	...	...	...	...	...	.....	4,161
Telegraph Signaller's Bungalow	...	...	...	...	...	.....	4,118
<i>Cocpum Station.</i>							
Permanent Way Inspector's Bungalow, water column, &c.	...	...	...	...	...	.....	5,585
<i>Colar Road Station.</i>							
Permanent Way Inspector's Bungalow	...	...	...	...	...	.....	3,214
<i>Cadgoody Station.</i>							
Station House	...	...	...	...	...	2,957	
Platform, &c.	...	...	...	...	...	1,131	

*Proceedings of the Madras Government, Public Works Department,
14th September 1865.*

<i>Maloor Station.</i>					Sch. I. Rs.	Sch. II. Rs.
Station House, platform, &c.	...	...	...	...	247	
Goods Ware house	...	...	...	...	82	
Fencing	...	...	...	...	150	
Ballasting, &c.	...	...	...	...	324	
<i>Bangalore Station.</i>						
Permanent Way Inspector's Bungalow	...	...	...	...	.....	3,214
Foundation, fixing, &c., for two 5-ton Cranes	...	...	...	...	.....	4,504
Superintendence	...	...	...	...	.....	5,729
<i>NORTH-WEST LINE.</i>					4,901	33,326
Siding for the delivery of goods to the Tramway Company at the Arconum Station	...	...	...	...	.....	6,538
Guard's Barracks at Tripetty station	...	...	...	...	.....	2,787
					.....	9,325
Revised estimate for Traffic Manager's Bungalow at the Cuddapah Station...	...	...	...	Rs. 6,876		
Deduct amount sanctioned in May 1865	...	...	...	Rs. 3,953		
Requiring sanction Rupees..					2,923	
<i>SUMMARY.</i>						
South-West Line ..	...	...	...	...	.....	1,175
Salt Cotaour Branch	...	...	...	...	.....	10,715
Bangalore Branch, Bangalore station	...	...	...	...	77,533	13,447
Jaularapett do.	...	...	...	...	.....	11,080
Coopum do.	...	...	...	...	.....	5,585
Colar road do.	...	...	...	...	.....	3,214
Cadgoody do.	...	...	...	...	4,088	.....
Maloor do.	...	...	...	...	813	.....
North-West Line	...	...	...	...	.....	9,325
Revised estimate for Traffic Manager's Bungalow at Cuddapah Rupees 2,923	...	...	...	...	88,349	54,541

1. The estimates for works on the South-West Line and Branches, and on the North-West Line have been examined. The rates allowed in them for the several descriptions of work are the same as those allowed in other estimates which have been sanctioned by Government.

2. The Government can sanction all the estimates. The total amount entered under Schedule No. II. for the Salt Cotaour Branch is Rupees 10,715, or Rupees 715 in excess of the limit fixed by the Government of India, for which this Government may sanction works proposed on completed portions of a line, two years after it has been opened for traffic. The excess, however, is occasioned by adding a sum of Rupees 792 for superintendence. On this point Colonel Strachey in his letter of the 26th August last, No. 491R 4,072, wrote as follows:—

“I am to add that the Government of India has no desire to interfere with the power of the Madras Government to sanction all needful Establishments as heretofore, and that the proportion of such charges fairly debitable to Capital, in connection with the construction of new works, may on all occasions be transferred to the Capital Account under existing rates without reference to the Government of India.”

*Proceedings of the Madras Government, Public Works Department,
14th September 1865.*

3. It will be observed from this that the Government can pass the sum of Rupees 792 on account of superintendence.

4. The sums entered under Schedule No. 1, Bangalore Station, are chiefly for the completion of works previously sanctioned.

5. The Chief Engineer of the Railway in sending up the estimates to the Agent writes:—

“The buildings for the Traffic Department are represented by Mr. Church as necessary, the revised plan of Traffic Manager's bungalow at Cuddapah is prepared as Mr. Church considers that in a climate like Cuddapah the bungalow should be provided with an upper story. Mr. Church has also applied for two extra sidings at Arconum to enable him to unload goods consigned to and from the Indian Tramway Company.”

“The Schedules for the station works on the Bangalore Branch were not submitted at the opening of the line by an oversight, they have now been carefully prepared, so as to show the amount required to complete at that date (1st August 1864).”

“The amount required for the drainage of the Salt Cotaour Branch was likewise not brought forward in the Schedules at the opening of the line; the other items are required to complete the roadway and cotton lines. There are other small matters not requiring any special remark.”

6. I would recommend that sanction be granted for the following:—

	Schedule I.	Schedule II.
	RS.	RS.
South-West Line and Branches...	88,349	45,216
North-West Line...	.....	9,325
Traffic Manager's Bungalow at Cuddapah Rupees 2,923		

MADRAS,
30th August 1865.

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

No. 345.

ORDER THEREON, 14th September 1865, No. 2,713.

RAILWAY, No. 44.

The Government sanction the estimates submitted with this application for works on the South-West and North-West Lines and on the

Bangalore and Salt Cotaour Branches, amounting in the aggregate to Rupees 1,45,813, as follows:—

	Schedule I.	Schedule II.
	RS.	RS.
South-West Line and Branch...	88,349	45,216
North-West Line	.....	9,325
Excess on Traffic Manager's Bungalow at Cuddapah Rupees 2,923		

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,

Under Secretary to Government.

To the Consulting Engineer for Railways, with Enclosures.

Exd. S. T. Augustin.

FINANCIAL RAILWAY DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings of the Right Honorable the Governor General of India, Public Works Department, dated Simla, 23rd September 1863, No. 2301—7, G. G.

Increase of the Guaranteed Capital of Railway Companies.

Read Government of India letter to Her Majesty's Secretary of State, No. 7, dated 7th February 1863.

Read Secretary of State's Despatch to Government of India, No. 25, dated 17th June 1863.

RESOLUTION.—His Excellency the Governor General has had under his consideration the necessity for exercising some check on the increase of the guaranteed Capital of Railway Companies, and, after communication with the Secretary of State for India on the subject, is pleased to record the following observations and orders for general information and guidance.

2. Under the existing system, the Local Governments everywhere exercise a complete power of sanctioning expenditure for Railway works without reference to the Government of India. This power it was perhaps essential to give them, while the bulk of the construction was in progress, and all experience in Railways in this country still had to be worked out. References to the Government of India would have involved delays that would have been fatal to active progress with the works, and would often have been little more than vain formalities.

3. But as the lines are opened for traffic, and as the experience of the past enables trustworthy designs and estimates to be framed, both as regards the Engineering character of the works and their probable cost, the necessity for this extraordinary power ceases. The power, His Excellency observes, is extraordinary, because it is in fact a power of bringing under a guarantee of interest for the remainder of the term of 99 years all expenditure sanctioned as proper for Capital. This is of course equivalent to the creation of certain amount of debt. It must be remembered that the surplus receipts from any line that may pay more than the amount of guaranteed interest, is only available to extinguish the interest debt of that particular line, so that the Government will have no set off against the interest it has to pay under the guarantee in case of lines that do not give a return equal to the guaranteed rate of interest. Consequently it may be said to be a matter of certainty that the Railway guaranteed Capital will involve some charge on the Revenues; for it is probable that many of the lines will not nearly pay off the interest debt before the expiry of the contracts. The opinion of the Local Governments on questions affecting the well-being and advancement of localities under their control ought, no doubt, to have its due weight; but it is utterly opposed to all principle that authorities who are not responsible for raising the money which may be required for the payment of guaranteed interest, should have the power, by the sanction of extra works, of indefinitely increasing the amount of Capital subject to such guarantee. This system has been already carried a great deal too far in Indian Railway expenditure.

4. His Excellency the Governor General is therefore pleased, with the approval of Her Majesty's Secretary of State, to direct that, for the future, the following course shall be pursued. On the opening of any line, or portion of a line, for traffic, the unlimited power of the Local Governments to sanction expenditure to be passed to the Capital Account shall cease. Under the contracts the Government may direct the Capital Account to be made up on the opening of any portion of the line, and the Railway Company is bound to furnish the account. After the opening, charges for maintenance go against Revenue, but the cost of additions properly chargeable to Capital are to be added to the Capital Account. This obviously is quite proper. As soon therefore as any part of a line is opened for traffic, the Railway Company will be called on to make up the Capital Account on that part of the line. The Local Government will, at the same time, depute the Consulting Engineer to go over the works with the Railway Company's Engineer, and to make out a schedule of the works that may fairly be considered requisite for completing the Railway in the general spirit of the contract. This schedule, with the opinions in detail of the Local Government and the Railway Officers where there is any difference that cannot be reconciled, together with an approximate estimate of the cost of completing the works

ORDER.—Ordered that the above Resolution be forwarded for guidance to the Governments of Madras, Bombay, Bengal, North Western Provinces, and Punjab, and for information to the Financial Department and the Public Works Department at the Presidency.

(Signed) R. STRACHEY, Colonel, R. E.,
Secy. to the Govt. of India, with the Govr. General.

To Government of Madras.

ORDER THEREON, 23rd November 1863, No. 614.

Ordered that the foregoing resolution be communicated to the Consulting Engineer for Railways for his information and guidance, and that his particular attention be drawn to paragraphs 4, 5, 8, 9 and 10. Captain O'Connell will, as directed in paragraph 8, give the necessary notice to the Agents of the Madras and Great Southern of India Railways that the Capital Account shall be closed for all lines, or portions of lines, now open for traffic. He will also cause schedules of the nature referred to in paragraph 4 to be prepared as early as practicable for submission to the Government of India. These schedules should, as pointed out in paragraph 8, include 1st, work remaining to be executed for the completion of works already begun or sanctioned; and 2nd, proposed new works thought essential for present execution.

(True Extract)

A. J. ARBUTHNOT
Chief Secretary.

To the Consulting Engineer for Railways.

Exd. T. McMootry.

contained in the schedule, will be submitted to the Government of India, and on approval of the schedule by the Government of India with any modification thought requisite, the independent authority of the Local Government will be strictly confined to the sanction in detail of the specific works named in the schedule. The estimate will only be approximate; and there will be no absolute restraint as to the exact amount of expenditure, because in fact what is necessary for the approved works must be passed. If any thing is ever afterwards required for the Railway involving an increase of the guaranteed Capital on account of works not entered in the schedule, the previous sanction of the Government of India to the execution of the work will be necessary. This of course does not imply that any further extensions of the guarantee will be refused, but only that their propriety must first be proved to the central and supreme financial authority.

5. As a further precaution, the schedules of all the Railways will be transmitted to their respective Boards of Management in England, and as a rule no work, not included in those schedules, will be allowed to be undertaken until it has been approved, not only by the Government of India, but also by the Secretary of State and the Board of Directors in England.

6. On this system the Government of India will be able to obtain, without any great difficulty or delay, an approximate idea of what its eventual liabilities are to be in respect to these Railways; and it will always have the opportunity given it of considering in detail all proposals for adding to the Capital under guarantee from time to time, and of appreciating the growth of this Capital. The risk of a too easy concession to local influences or views of convenience, will be guarded against, while all reasonable facilities for an extension of Capital, which in some cases will obviously be proper and expedient, will be secured.

7. The powers of the Local Governments in respect to the management of the open lines, and to charges against Revenue, will remain as at present.

8. All Local Governments will therefore at once take the necessary measures for giving notice to the Railway Agents under the contract that the Capital Account shall be closed for all lines, or portions of lines, now open for traffic. Schedules of the nature referred to in paragraph 4 will also be prepared as early as practicable, with such detail and explanation as will enable the Government of India to appreciate generally and sufficiently the objects of the several works or items of charge, and the probable outlay that they will involve. The schedules will include, first, work remaining to be executed for the completion of works already begun or sanctioned; second, proposed new works thought essential for present execution. Additions or extensions contemplated as proper for the future will not appear in the schedules, but will be proposed from time to time as occasion may require. The same course will always be followed hereafter immediately on the opening of any fresh portion of any line.

9. Pending the final submission of these schedules, and their approval by the Government of India, no new sanctions shall be given for works to be charged against Capital on an open line of Railway exceeding in estimated cost Rupees 5000 each, unless in continuation of some specific work already begun. In like manner, after the sanction of the schedules, all proposed works chargeable to Capital on an open line, estimated to cost more than Rupees 5000, will be referred for approval of their objects and approximate cost to the Government of India, designs and detailed estimates not being necessary. A monthly schedule of all sanctions of charges against Capital for sums less than Rupees 5000 on open lines, will also be submitted for the information of the Government of India. Whenever it shall appear to the local authorities that the approximate cost of any work sanctioned by the Government of India is likely to be exceeded, a revised claim will be made, explaining the amount required to cover the excess, and the causes that have led to the first sanction being exceeded. No charge can be finally passed to the Capital account in excess of the Government of India sanctions, excepting for works costing not more than Rupees 5000.

10. These orders are to be regarded as quite peremptory, and no sanctions in anticipation of the orders of the Government of India are, under any circumstances, to be given. No such urgency can arise for the provision of new works as to make a reference to the Government of India practically objectionable; the maintenance of open lines, which is the essential thing requiring prompt action, is entirely chargeable to Revenue, and with charges of this description, the Local Governments have full power to deal on their own responsibility as heretofore.

(Signed) R. STRACHEY, Colonel, R. E.,
Secy. to the Govt. of India, with the Governor General.

30th Aug 1865

No. 432 - Madras,

Application from the Agent and Manager of the Madras Railway Company, requesting the sanction of Government to the following Estimate.

South West Line

Pay for workmen's Horses at Vellore Station
Distant Signal and Semaphore Signal at the Cannibal Station

Est I	Est II
-	387
-	180
-	1175

Salt Colours Branch

Drainage: Sanctioned in October 1863
Road Making
Ballasting
Amputation of a few for a few
Superintendence

Rs 5915	-
-	467
-	2948
-	2208
-	192
Rs 5915	10715

Bangalore Branch

Bangalore Station

Native House and Passenger Shed
Goods Warehouse
Engine Shed
Coal Shed
Coal Shed
Engine Shed
Water Shed
Three workmen's Houses
Traffic Managers Bangalore
Quarantine Bangalore
Weight Bridge
Sanitary water Column
Earth work in Station ground and roads
Ballasting
Platform
Gate for Station
Rock Cutting and Extra Earthwork
Three workmen's Houses each Rs 710
Camogie Shed
Workshop for Station
Quarantine House
Digging off Pits

11928	623
640	913
3440	420
2249	2184
1192	1192
1295	39
2000	12800
4000	262
7360	2184
12601	4985
1081	400

Mr 2298/65
Sanctioned in October 1863
Road Making
Ballasting
Amputation of a few for a few
Superintendence
Drainage: Sanctioned in October 1863
Road Making
Ballasting
Amputation of a few for a few
Superintendence

Godown for the custody of measures Rs 500
 Apothecaries Quarters Rs 500

Sanlarpell Station.
 Station Master's Bungalow Rs 11,500

Deputy Station Master's Bungalow Rs 11,500
 Telegraph Signaller's Bungalow Rs 11,500

Permanent Way Inspectors' Bungalow Rs 11,500
 Columns Rs 11,500

Colour Road Station Rs 11,500
 Permanent Way Inspectors' Bungalow Rs 11,500

Station House Rs 11,500
 Platform Rs 11,500

Maloor Station Rs 11,500
 Station House Rs 11,500

Goods house Rs 11,500
 Stabling Rs 11,500

Ballasting Rs 11,500
 Permanent Way Inspectors' Bungalow Rs 11,500

Amudation fixing Rs 11,500
 Superintendent Rs 11,500

South West Line Rs 11,500
 Siding for the delivery of goods to the Railway Rs 11,500

Company at the telegraph station Rs 11,500
 Guards Bungalows at Pipally station Rs 11,500

Remaind

Revised Estimate for Traffic Managers Bungalows
 at the Gudalapah station Rs 1,876
 Deduct Amount sanctioned in May 1865 Rs 3953
 Remaining sanctioned Rs 2923

Summary.		Sch I	Sch II
South West Line			11175
East Coast Branch		5918	10718
Bengal Branch - Bangalore Station		77,533	13,447
Sanlarpell do			11080
Coastal do			5585
Colar Road do			3214
Badgerdy do	4088		
Maloor do	873		
North West Line			9325
Revised Estimate for Traffic Managers			
Bangalore at Gudalapah	Rs 2923 -	58,349	54,541

1. The Estimates for works on the South West Line and Branches, and in the North West Line have been examined. The rates allowed in them for the several descriptions of work are the same as those allowed in other Estimates which have been sanctioned by Government.

2. The Government can sanction all the Estimates. The total amount.

Amount entered under Schedule No. 11.
for the Salt Stair, Ranch, is Rs.
10,715, or Rs 715, in excess of the limit
fixed by the Government of India,
for which this Government may
sanction works proposed on completed
portions of a line, two years after
it has been opened for traffic.

The Excess, however, is occasioned by
adding a sum of Rs 792 for super-
intendence. On this point Colonel
Shackley in his letter of the 26th
August last, No. 491 R. wrote as fol-
lows:

"I am to add that the
Government of India has no desire
to interfere with the power of the
Madras Government to sanction
all useful Establishments as
heretofore, and that the proportion
of such charges fairly debitable
to

Rs of Govt. No.
593 15 Sept 1864

to Capital, in connection with the
construction of new works, may on all
occasions be transferred to the Capital
account, under existing rates without
reference to the Government of India."

3. It will be observed from
this that the Government can pass
the sum of Rs 792 in account of
superintendence.

4. The sums entered under
Schedule No. 1, Bangalore Station,
are chiefly for the completion of
works previously sanctioned.

5. The Chief Engineer of the
Railway in sending up the Estimate
to the Agent writes:

"The buildings for the Traffic
Department are represented by Mr.
Church as necessary, the revised
plan of Traffic Manager's bungalow
at

at Cuddapah is prepared and the
Church considers that in a climate
like Cuddapah the bungalow
should be provided with an upper
story. The Church has also applied
for two extra sidings at Arcemur
to enable him to unload goods
consigned to and from the Indian
Railway Company.

The schedules for the station
works on the Bangalore Branch were
not submitted at the opening of the
line by an oversight, they have
now been carefully prepared, so as
to show the amount required to
complete at that date (1st August/04.)

The amount required for the
drainage of the Salt (Salt Branch
was likewise not brought forward

in

155

in the schedules at the opening
of the line, the other items are
required to complete the roadway
and Cotton lines. There are other
small matters not requiring any
special remarks.

I would recommend that
sanction be granted for the following

	Sch. I	Sch. II
South Coast Line and Branches -	88,349-	4,5216
South West Line		9,325-
Traffic Managers Bangalore at Cuddapah		

No. 2923-

C. Anderson Spelt

Cons Eng for Ry

To The Chief Secretary to Government
Fort St. George

By 15. 11. 764 1879 281

1865 Department
Pro. of Govt. for September
From 7.3298.

The Consulting Engineer
for Railways
To
The Chief Secretary
to Government
Fort Saint George

Dated 30th } August /65.
Recd 31st }
Recd 2nd Sept

W 432 -
Encls. 4 with Estimate
+ Plans b-

No 664

Application from
the Agent & Manager of the
M. R. Comp., requesting the
sanction of Government to
the withinmentioned esti-
mates.

7.344

1872 2713-11-0. 1. 1.

Public Works Dept
2713
No 2713

Proceedings of the Madras Government
Under date the 14th September 1865
Read the following

From the Consulting Engineer
for Railways

Application from the Agent
and Manager of the Madras Railway (Here enter 30th August 1865 No 432)
Company, requesting the sanction of
Government to the withinmentioned
Estimates.

The Government sanction
the estimates submitted with
this application for works on
the South-West & North-West
lines & on the Bangalore &
Bell Co. branches amounting
in the aggregate to Rs 1,45,813
as follows:-

	Schedule I	Schedule II
S. W. South Branch	Rs 88,319	Rs 45,216
S. W. Line	"	9,325
Exp on Traffic Manager's Bangalore at Calcutta	"	Rs 2,268

To
3 The Comy Engr for Railways
Dated 15th September 1865

W. B.

No 1865 Depo
No. of Govt for Sept

No 2713
No. of the Alsat
D/14 Sept/65

Estimates amtg.
to Rs. 145. 5/3. for works
on the South West
& North West Lines
and on the Bangalore
and Salt Lake
branches. Sanctioned

No 344 - 345