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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. <u>3675</u>	Press ~~Mis.~~
<u>87-88-</u>	
Dated <u>4 - 12 - 1965</u>	

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
4th December 1865.*

No. 87. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 20th November 1865, No. 572:—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 13th November 1865, No. 813.

I have the honor to submit the following copy of a letter,* which I have

received from the Chief Engineer, with reference to the observations of the late Consulting Engineer for Railways, upon Mr. Smart's estimate of the cost of altering the Royapooram and Perambore Stations, or in lieu thereof, erecting a central station.

“Colonel O'Connell, in forwarding to Government my letter No. 168, dated “24th March, made some observations which imply that I have been guilty of “exaggeration and perversion of the truth, in order to make out a plausible case in “reference to the new station. I cannot help thinking that Colonel O'Connell in “doing this, took an unfair advantage of his position, inasmuch as I had no oppor- “tunity of replying. The items to which he took exception in my rough estimate “are the additional platform and the Station Master's accommodation. The figures “quoted by him in reference to the former are incorrect, owing to the omission of “any charge for bricks and chunam.

	RS.
“The Form D. expenditure is	3,618
“Store and Workshop	937
“Bricks, about	2,916
“Chunam, about	1,421
Total	8,892

“The stones for the coping were originally sleeper blocks, they were pro- “cured from the South-West Line, and have only been charged at Annas 12, or half “price. In my estimate I have not calculated on obtaining them from the same source, “as it is a matter of uncertainty whether they are to be had on the same terms, and I “have allowed the ordinary rate for cut-stone of Rupees 2 per cubic foot. This “makes my estimate for the platform proper Rupees 9,350. Colonel O'Connell “has also overlooked the fact that in these days, when so much consideration is “shown for the public, the platform must

*NOTE.—The rough estimate does not specify “be covered;” at a very moderate esti- “mate the cost of the verandah would “be Rupees 8,825. The screen wall at the back is Rupees 4,900, and the usual “10 per cent. contingencies makes Rupees 25,382.

“Station Masters' bungalows and similar buildings at out-station cost “about 3 Rupees per foot in area. They are usually about twelve feet high “with foundations four feet below ground. In this yard the foundations of all our “buildings are nine feet, the floor of the rooms would have to be on a level with “the platform, or four feet above rail level, and the height must correspond with “that of other rooms in the station, so that the total height of these buildings “instead of being about sixteen feet would be thirty-three feet. They have there- “fore been estimated at 6 Rupees per foot, a price which, considering the orna- “mental character of the work to be done, is not, in my opinion, too high.

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"I can justify, if necessary, all the other items in the estimate, and have only to remark that if it errs at all it errs in being under rather than above the mark."

"As regards the question of the carriage shed, I can only bow to Colonel O'Connell's superior judgment, my own opinion is that if Mr. Church's requirements are complied with the carriage shed must be removed, not only because it will be come useless as a running carriage shed, but also because it will be in the way of other arrangements."

"I shall be obliged to you if you will forward this letter to the Consulting Engineer, and request him to submit it to Government."

"The first opportunity I had of seeing Colonel O'Connell's observations was on Saturday, when some documents were circulated to the Members of the Central Station Committee."

1. Submitted for the consideration of Government, as requested by the Chief Engineer.

2. After a careful perusal of the remarks of Colonel O'Connell, adverted to in the above letter, I can see no reasonable grounds for complaint on the part of the Chief Engineer of the Railway, or any cause for his supposing that Colonel O'Connell either intended the slightest disrespect towards him, or took an unfair advantage of his position, by comparing certain rough estimates which Mr. Smart had submitted, with estimates for works of the same nature as those as under consideration, which were in Colonel O'Connell's possession. It would certainly have been more satisfactory if an explanation of any doubtful points had been called for at the time; but although Colonel O'Connell's "Observations" have now come to the Chief Engineer's notice in an indirect manner, there could have been no object on Colonel O'Connell's part in preventing his having a full knowledge of them, and it would be derogatory to his character to suppose that he would make any remarks, whether intended for disclosure or not, to the party whom they might concern, without being fully prepared to justify them.

3. I do not think it would show any disrespect to an Engineer of the highest eminence to imply that an estimate which he might submit in a confessedly rough state, would not be open to criticism, or even that in strongly advocating any scheme, he would involuntarily attach an undue prominence to all the reasons in favor of it. In the present instance Colonel O'Connell, judging from the estimates in his Office, thought Mr. Smart's estimates for the proposed works unnecessarily high, and he gave his reasons for the conclusion he arrived at, and though if the Chief Engineer had been referred to at the time, some if not all his objections, as to excess, might have been disposed of; still, it is to be observed, that the estimates in question, were merely one of several points to be taken into consideration in dealing with the proposal for the removal of the passenger traffic from Royapooram, and that the Government before they would be likely to sanction such an important alteration would have called for estimates in full detail. It will also be observed that the Government, in their order on the correspondence in question, do not dwell upon the probable cost of the alterations, which would be required

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to adopt the Royapooram station to the present and future requirements of traffic, but rather base their decision on grounds quite independent of the rough estimates of the Chief Engineer, or of the amendments suggested by Colonel O'Connell.

4. I should be sorry that any remarks emanating from the Consulting Engineer should give offence to an Officer of Mr. Smart's reputation; but I do not consider that in this instance, because Colonel O'Connell expressed an opinion that Mr. Smart's "rough estimates" were unnecessarily high, it could reasonably be supposed that he intended to accuse Mr. Smart of wilful exaggeration. On the contrary, I feel quite satisfied that he merely considered that the estimates were imperfect, as rough estimates generally are.

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

No. 88. ORDER THEREON, 4th December 1865, No. 3,675.

RAILWAY, No. 7.

The Government concur in opinion with the Consulting Engineer that there is nothing in Colonel O'Connell's observations, recorded in the Order of the 3rd May 1865, No. 276, of an injurious nature, or such as to afford any reasonable ground of complaint on the part of the Chief Engineer of the Madras Railway Company.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE.

Madras, 13th November 1865.

From

P. B. Edwin Esq.,

Agent and Manager of the M. P. R.

To

Lieut Col. McAnderson, R.E.

Consulting Engineer for Railways.

SIR,

* No 1197, 13th
Nov. 1865.

I have the honor to submit, the following Copy of a letter, which I have received from the Chief Engineer, with reference to the observations of the late Consulting Engineer for Railways, upon Mr. Smart's estimate of the Cost of altering the Royapuram and Perambore Stations, or in lieu thereof, erecting a Central Station.

"Colonel O'Connell in forwarding to Govern-
ment my letter No 168, dated 24th March, made
some observations which imply that I have been
"guilty of exaggeration and perversion of the
truth in order to make out a plausible case
in reference to the new station. I cannot help
thinking that Colonel O'Connell in doing this
took an unfair advantage of his position
inasmuch as I had no opportunity of replying.
The items to which he took exception in my
rough Estimate are the additional platform
and the Station Master's accommodation. The
figures quoted by him in reference to the former
are incorrect owing to the omission of any charge
for bricks and Chunan.

"The Form D expenditure is Rs 3618.

"Store and Workshop — " — 937

"Bricks about — " — 2916

"Chunan — " — 1421

Total Rupees 8892

"The stones for the coping were originally
" sleeper blocks, they were procured from the
" J. R. Line and have only been charged at
" Annas 12 or half price. In my Estimate I
" have not calculated on obtaining them from
" the same source as it is a matter of uncertainty
" whether they are to be had on the same terms
" and I have allowed the ordinary rate for
" cut stone of Rs. 2 per Cubic foot. This makes
" my estimate for the platform proper Rs 9350.
" Colonel O'Connell has also overlooked the fact
" that in these days, when so much consideration
" is shown for the public, the platform must
" be covered; at a very moderate estimate
" the cost of the verandah would be Rs 825.
" The screen wall at the back is Rupees 4900;
" and the usual 10 per Cent Contingencies makes
" Rupees 25,382.

"Station Master's bungalows and
" similar buildings at our station cost about
" 3 Rupees per foot in area. They are usually
" about 15 feet high with foundations 4 feet
" below ground. In this yard the foundations
" of all our buildings are 9 feet, the floor
" of the rooms would have to be on a level
" with the platform or 4' above rail level,
" and the height must correspond with that
" of other rooms in the station, so that the
" total height of these buildings instead of
" being about 16 feet would be 33 feet.
" They have therefore been estimated at
" 6 Rupees per foot, a price which, consider-
" ing the ornamental character of the
" work to be done, is not in my opinion
" too high.

"I can justify if necessary all
" the other items in the estimate and have
" only

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"only to remark that if it errs at all it errs
" in being under rather than above the mark
" as regards the question of the carriage
" shed I can only bow to Colonel O'Connell's
" superior judgment, my own opinion is that
" if Mr Church's requirements are complied
" with the Carriage shed must be removed,
" not only because it will become useless as a
" running Carriage shed but also because it
" will be in the way of other arrangements.
" I shall be obliged to you if you
" will forward this letter to the Consulting
" Engineer and request him to submit it
" to Government.

"The first opportunity I had
" of seeing Colonel O'Connell's observations
" was on Saturday when some documents
" were circulated to the members of the
" Central Station Committee."

I have the honor to be,
Sir,
Your most obedient servant
W. J. Church
Agent and Manager

Wm

SM 1865241/186544
 To M. A. R. S. & Co. Ltd.
 From H. 654

The Agent and Manager:

1865241/186544

The Consulting Engineer
 for Railways

Dated 18.12.13 1865
 Recd. 21.12.13
 Received 21.12.13

Revised 1

Understanding City of the letter
 from the Chief Engineer,
 with reference to the alterations
 made by the Chief Engineer, upon
 the basis of the letter of the Chief
 of the Chief Engineer, and
 the Chief Engineer, and the
 Chief Engineer, and the

1865241/186544

William Carter

1865241/186544

Now

Engineer that there is nothing
 in Colonel Campbell's observations
 recorded in the order of the 3rd
 May 1865, as to the nature of the
 nature, or such as to afford any
 reasonable ground of complaint
 on the part of the Chief Engineer
 of the Madras Railway
 Company.

The Government Engineer
 in opinion with the Consulting
 Engineer that there is nothing
 in Colonel Campbell's observations
 recorded in the order of the 3rd
 May 1865, as to the nature of the
 nature, or such as to afford any
 reasonable ground of complaint
 on the part of the Chief Engineer
 of the Madras Railway
 Company.

The Consulting Engineer

1865241/186544