

(1) Number of pages 28
(2) Date of repair 4-3-44
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 921	Press <u>Mis.</u>
4-5 Dated /- 4-	1870.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
1st April 1870.*

No. 4. Read the following endorsement of the Consulting Engineer for
Railways, dated Madras, 16th February 1870, No. 65:—

Read the following:—

MADRAS RAILWAY.

*Minutes of a Meeting held at the Agent and Manager's Office, Royapooram Terminus,
on Monday, the 14th February 1870.*

PRESENT:—

Major J. H. M. SHAW STEWART, R. E., Consulting Engineer for Railways.
Captain J. G. LINDSAY, R. E., Acting Deputy do.
Major F. G. HANKIN, Acting Examiner of Railway Accounts.
Mr. T. H. GOING, Acting Chief Engineer, Madras Railway.
„ W. J. COLLINSON, Acting Locomotive Superintendent, Madras Railway,
„ H. E. CHURCH, Traffic Manager, Madras Railway.
„ F. CHURCH, Chief Auditor, do.
„ A. K. THOMSON, Chief Accountant, do.
„ R. B. ELWIN, Agent and Manager, do.

The undermentioned applications for advances and payments on account of
“Capital” and “Revenue,” submitted by the Chief Auditor, were passed:—

SOUTH-WEST LINE—CAPITAL.				RS.	A.	P.
Locomotive Muster Roll	...	...	Nov. 1869	10,524	10	1
Construction and maintenance as per state- ment	...	...	„ „	23,633	9	5
Salaries—						
General management	...	...	Dec. „	1,773	5	4
Do. superintendence	...	...	„ „	1,955	4	0
Locomotive Department	...	...	„ „	3,544	12	4
Engineer, Electric Telegraph Dept.	...	...	„ „	27	7	5
Salt Cotaar, Madras Central Station, and Perambore Works	...	...	„ „	1,167	2	8
Madras Division	...	...	„ „	71	8	6
Second do. (South-West Line)	...	...	„ „	133	6	10
Third do. (do.)	...	...	„ „	473	6	0
Fourth do. (do.)	...	...	„ „	164	7	8
Neilgherry Branch Survey	...	...	„ „	544	0	0
Contingencies—						
General management	...	...	„ „	60	7	6
Abstract of stores purchased	...	...	Jan. 1870	37,679	15	8
Total...				81,753	7	5

*Proceedings of the Madras Government, Public Works Department,
1st April 1870.*

SOUTH-WEST LINE—REVENUE.			
Locomotive Muster Roll	Nov. 1869	RS.	A. P.
Construction and maintenance as per state-		19,161	1 11
ment			
Salaries—			
General management	" "	52,988	6 10
Do. superintendence	Dec. "	5,656	12 7
Traffic and Telegraph Departments	" "	1,731	15 11
Locomotive Department	" "	21,857	15 4
Engineer, Electric Telegraph Dept.	" "	7,527	0 1
Salt Cotaur, Madras Central Station, and	" "	719	12 3
Perambore Works			
Madras Division	" "	263	1 0
Second do. (South-West Line)	" "	1,588	0 11
Third do. (do.)	" "	1,267	8 7
Fourth do. (do.)	" "	911	8 6
Contingencies—			
General management	" "	1,791	15 9
Traffic Department	" "	17,317	12 9
	" "	276	9 2
Total...		1,33,065	9 7

NORTH-WEST LINE—CAPITAL.			
Construction and maintenance as per state-	Nov. 1869	RS.	A. P.
ment		1,25,960	10 1
Salaries—			
General management	Dec. "	3,558	9 2
Do. superintendence	" "	6,210	4 5
Engineer, Electric Telegraph Dept.	" "	1,026	2 11
First Division, North-West Line	" "	135	0 7
Second do. do.	" "	995	5 2
District XI., Sections I. and II., and			
Districts XII. to XX.	" "	10,681	8 2
Contingencies—			
General management	" "	3,639	4 2
Total ..		1,52,206	12 8

NORTH-WEST LINE—REVENUE.			
Locomotive Muster Roll	Nov. 1869	RS.	A. P.
Construction and maintenance as per state-		7,530	8 7
ment			
Salaries—			
General management	" "	6,495	11 4
Do. superintendence	Dec. "	1,523	13 7
Traffic and Telegraph Departments	" "	261	12 1
Locomotive Department	" "	5,956	11 3
Engineer, Electric Telegraph Dept.	" "	2,277	1 1
First Division, North-West Line	" "	271	15 5
Second do. do.	" "	1,237	13 11
Contingencies—			
General management	" "	259	9 4
Traffic Department	" "	4,263	8 4
	" "	106	12 0
Total...		30,301	4 11

2. The Agent and Manager submitted an application for the following cash advances for the month of February 1870:—

*Proceedings of the Madras Government, Public Works Department,
1st April 1870.*

	SOUTH-WEST LINE.				NORTH-WEST LINE.			
	Capital.		Revenue.		Capital.		Revenue.	
	Cr.		Cr.		Cr.		Cr.	
	RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.
Balance on 1st Jan. 1870...	1,03,333	11 3	1,64,506	8 2	44,555	1 7	10,334	0 7
Amount received in—								
From Government	1,00,000	0 0	1,20,000	0 0	2,50,000	0 0	60,000	0 0
Do. other sources	12,883	6 2			173	5 0		
Total...	2,16,217	1 5	2,84,506	8 2	2,94,728	6 7	70,334	0 7
Expenditure in Jan. 1870...	66,159	14 0	2,21,321	11 0	2,89,172	15 4	57,728	6 7
Balance on 1st Feb. 1870...	1,50,057	3 5	63,184	13 2	5,555	7 3	12,605	10 0
Estimated expenditure in February 1870 ...	96,100	0 0	2,57,000	0 0	2,47,000	0 0	55,400	0 0

3. It is requested that credit may be afforded on the Bank of Madras as follows:—

	Capital.		Revenue.		Total.	
	RS.	A. P.	RS.	A. P.	RS.	A. P.
South-West Line	1,00,000	0 0	2,00,000	0 0	3,00,000	0 0
North-West Line	3,50,000	0 0	50,000	0 0	4,00,000	0 0

4. The Agent and Manager read letter from Acting Chief Engineer, No. 64, dated 14th instant, recommending that, with a view to hasten the completion of bridges on District XVI., North-West Line, where there are several arches to be turned, the substitution of iron girders for arches on the bridges at 9 miles 63 chains and 9 miles 77 chains respectively.

5. Mr. Elwin remarked that, as this question was fully discussed on the ground during the recent inspection of the works under construction, and as he believed the Consulting Engineer concurred in the policy proposed by Mr. Going, he now formally applied for confirmation of the arrangement.

6. It was agreed that confirmation be granted, subject to the submission of a revised estimate and the approval of Government.

7. The Agent and Manager read letter from the Consulting Engineer, No. 61, of the 12th instant, giving cover to Order of Government, No. 213, of the 19th January last, requesting to be favoured with the Agent's views as to the most effective means which can be adopted for keeping the line free from cattle.

8. Mr. Elwin explained that this question had for some time past engaged the serious attention of the officers of the Company, and reminded the Consulting Engineer that only so recently as on the 8th of December it was discussed in Committee. He stated in general terms that instructions had been issued to Resident Engineers to have occupation gates watched, and to prosecute before a Magistrate any persons leaving them open; that an Inspector of Watchmen had been

appointed to the 1st Division of the North-West Line, where the fences were good but where cattle trespass was frequent; that arrangements had been made at each station for securing bullocks used in conveying goods for transmission by the Railway; that on the 4th Division of the South-West Line stone walling had been put upon the Walliar Ghaut, and wire fencing at some stations which were not sufficiently fenced previously; and that in the Traffic Department Station Masters had been warned that they would be held responsible for all trespass within the fences of the station compound.

9. Mr. Elwin could only reiterate his opinion and that of his brother-officers that cattle trespass was, for the most part, caused wilfully by the line watchmen being bribed to allow cattle to graze on the sides of the line, and that the only way to suppress the evil would be to make a serious example of any watchman upon whose length cattle were found grazing.

10. The subject would continue to receive the careful attention of the officers of the Company, and the Agent and Manager hoped that a strict adherence to the measures now reported would have the effect of diminishing the evil aimed at by the Order of Government under discussion.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

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

SUBMITTED for the approval of Government.

2. Referring to paragraphs 4, 5, and 6 of the foregoing Minutes, I may mention that the backward condition of the masonry in District XVI., North-West Line, was the subject of much anxious discussion during the inspection tour which I have recently made in the company of the Agent and the Chief Engineer of the Madras Railway.

3. It is of the greatest importance that the wrought iron girders for the Toongabudra Bridge should be conveyed to the bank of that river during the early part of May next, and I concur with the Railway authorities in thinking that this result can be more certainly secured by the proposed substitution of girders for arches in the two 30-foot bridges in question.

4. I trust that the proposed change will meet with the approval of the Government. I shall touch on the subject at greater length in the report which I hope soon to submit on the progress of work on the North-West Line. In the meantime, it is of great importance that the point at issue should be at once decided, in order to enable the contractor to carry on the work without delay.

5. Paragraphs 7 to 10 of the foregoing Minutes have reference to the question raised in the Order of Government, dated the 19th ultimo, No. 213, in which I was instructed to place myself in communication with the Agent with a view to devise effective means for keeping the line clear of cattle.

6. This important subject has been more than once discussed by the Railway authorities and myself at our periodical meetings. The railway fencing is in general excellent: on the North-West Line, where, in proportion to the train mileage, by far the greater number of cattle are run over, it is especially good.

I have no doubt that, as is urged by the Railway authorities, in the great majority of cases the trespass is wilful, that is to say, that the cattle are purposely admitted on to the line by the permission, or with the cognizance of, the line watchmen. I am satisfied that the officers of the Railway are doing their utmost to check the evil, and I have all confidence that the measures which have now been adopted will have the desired result of greatly reducing the number of cases of cattle trespass.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

No. 5. ORDER THEREON, 1st April 1870, No. 921.

RAILWAY, No. 1.

As BOTH the Railway authorities and the Consulting Engineer are of opinion that, with a view to hasten the completion of the section of the North-West Line of the Madras Railway comprised in District No. XVI., it is desirable that iron girders should be substituted for arches in two 30 feet bridges in that district, the Government sanction the measure in anticipation of the submission of a revised estimate.

2. His Excellency the Governor in Council trusts that the steps which have been taken by the Railway Officers for keeping the line clear of cattle will have the desired effect.

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

To the Consulting Engineer for Railways.

Ed. A. S. Rodgers.

No 65.

Submitted for the approval of Government.

2 Referring to paragraphs 4, 5, and 6, of the foregoing Minutes, I may mention that the backward condition of the masonry in District XVI North West Line, was the subject of much anxious discussion during the inspection tour which I have recently made in the company of the Agent and the Chief Engineer of the Madras Railway.

3 It is of the greatest importance that the wrought iron girders for the Toongabudra bridge should be conveyed to the banks of that river during the early part of May

No 65.

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3 It is of the greatest importance that the wrought iron girders for the Toongabudra bridge should be conveyed to the banks of that river during the early part of May

May next, and I concur with the Railway authorities in thinking that this result can be more certainly secured by the proposed substitution of girders for arches in the two 30-foot bridge in question.

4 I trust that the proposed change will meet with the approval of the Government. I shall touch on the subject at greater length in the report which I hope soon to submit on the progress of work on the North West Line. In the meantime it is of great importance that the point at issue should be at once decided, in order to enable the Contractor to carry on the work without delay.

5 Paragraphs 7 to 10 of the foregoing minutes have reference to the question

98
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Minutes of a Meeting held at the Agent and Manager's Office, Royapooram
Terminus, on Monday the 14th February 1870.

cases the trespass is wilful; that is to say, that the cattle are purposely admitted on to the line, by the permission, or with the cognizance of the line watchmen. I am satisfied that the officers of the Railway are doing their utmost to check the evil, and I have all confidence that the measures which have now been adopted will have the desired result of greatly reducing the number of cases of cattle trespass.

Madras
16 Feb 1870

Major R.E.
Cons: Engr: for Railways
To

The Secretary to Government
Public Works Department
Fort St George

for Railways
— do —
Accounts
as Railway
— do —
— do —
— do —
— do —

advances
Revenue
rel.

Rs. as. p.
10,524. 10. 1

23,633. 9. 3

Salaries - General Management - Decr 1869	1,773. 5. 4
— do — do — Superintendence — do —	1,955. 4. —
— do — Locomotive Department — do —	3,544. 12. —
— do — Engr. Elec. Tel. Departt — do —	27. 7. —
— do — Salt Cotaru Madras Central station & Perambur works } — do —	1,167. 2. —
— do — Madras Division — do —	71. 8. —
— do — S. Division - S. R. Line — do —	133. 6. —
Carried over 42,831. 2. —	

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram
Terminus, on Monday the 14th February 1870.

PRESENT.

- Major H. H. Shaw Stewart, R.E. Cons. Engr for Railways
- Captain J. G. Lindsay, R.E. Atty. Dy. — do — do
- Major H. J. Hankin, Atty Examiner of Railway Accounts
- M. J. H. Goring, Acting Chief Engr. Madras Railway
- W. J. Collinson, Atty Loc. Superintendent — do — do
- H. C. Church, Traffic Manager — do — do
- J. Church, Chief Auditor — do — do
- A. H. Thomson, Chief Accountant — do — do
- R. D. Edwin, Agent and Manager — do — do

The undermentioned applications for advances and payments on account of "Capital and Revenue" submitted by the Chief Auditor were passed.

South West Line. Capital.

	Rs	as.	P.
Locomotive Cluster Roll - November 1869	10,524	10	1
Construction and Maintenance } as per statement	23,633	9	5
Salaries - General Management - Decr 1869	1,773	5	4
— do — do — Superintendence	1,955	4	0
— do — Locomotive Department	3,544	12	4
— do — Engr. Elec. Tel. Depart	27	7	5
— do — Sub. Cables Madras Central station & Perambur works }	1,167	2	8
— do — Madras Division	71	8	6
— do — 2 ^d Division - S. W. Line	133	6	10

Carried over 42,831. 2. 7

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sion; or in line watch the officers their utmost

I have all surs who will have

reducing cattle tres

Madras 16th Febr 1870

To

The Secretary to Government
Public Works Department
Fort St George

The Secretary to Government
Public Works Department
Fort St George

The Secretary to Government
Public Works Department
Fort St George

dated 16th Feb 1870

the approval of Government, limits of meeting held at the Agent and Manager's Office on the 14th Feb 1870

	Rs	as	P.
Brought over	42,831.	2.	7
Salaries - S. Division - S. N. Line - Decr 1869	473.	6.	0
— do — do — do — do — do	164.	7.	8
— do — do — do — do — do	544.	0.	0
— do — do — do — do — do	60.	7.	6
Contingencies - General Management	37,679.	15.	8
Abstract of Stores purchased January 1870	81,753.	7.	5

South West Line - Revenue.

Locomotive & other Roll. November 1869	19,164.	1.	11
Construction and maintenance	52,988.	6.	10
as per statement			
Salaries - General Management - Decr 1869	5,656.	12.	7
— do — do Superintendence — do	1,731.	15.	11
— do — do Traffic & Tel. Department — do	21,857.	15.	4
— do — do Locomotive Department — do	7,527.	0.	1
— do — do Eng. & Elec. Tel. Department — do	719.	12.	3
— do — do Salt & other Madras Central	263.	1.	0
station & Perambur works			
— do — do Madras Division — do	1,588.	0.	11
— do — do S. Division - S. N. Line — do	1,267.	8.	7
— do — do — do — do — do	911.	8.	6
— do — do — do — do — do	1,794.	15.	9
— do — do — do — do — do	17,317.	12.	9
Contingencies General Management	276.	9.	2
— do — do Traffic Department	133,065.	9.	7

North West Line - Capital.

<u>North West Line</u>		
Construction and maintenance as per	for 1869 -	125,960.10.1
statement.		
Salaries - General Management	Decr 1869 -	3,558.9.2
do do Superintendence	do	6,210.4.5
do		
	Carried over	135,729.7.8

Do 1 do 6.

Brought over 1,357 29.7.81

Salaries - Engineer & Elec. Tel. Department - Decr 1869	Do	1026. 2. 11
Do 1 st Division - N. W. Line	Do	135. 0. 7
Do 2 ^d Do	Do	995. 5. 2
Do Districts XI, XII & Districts XII to XX	Do	10,681. 8. 2
Contingencies - General Management	Do	3,639. 4. 2
		<u>1,522 06. 12. 8</u>

North West Line - Revenue.

Locomotive Master Roll - November 1869		7,530. 8. 7
Construction and Maintenance	Do	6,495. 11. 4
Superintendent	Do	1,523. 13. 7
Salaries - General Management - Decr 1869	Do	264. 12. 1
Do Superintendent	Do	5956. 11. 3
Do Traffic & Tel. Department	Do	2287. 1. 1
Do Locomotive Department	Do	274. 15. 5
Do Engr. & Elec. Tel. Department	Do	1237. 13. 11
Do 1 st Division - N. W. Line	Do	259. 9. 4
Do 2 ^d Do	Do	4363. 8. 4
Contingencies - General Management	Do	106. 12. 0
Do Traffic Department	Do	<u>30,301. 4. 11</u>

2. The Agent and Manager submitted an application for the following cash advances for the month of February 1870.

Balance on 1st January 1870
 Amount received in
 from Government
 " Other sources

South West Line				North West Line			
Capital		Revenue		Capital		Revenue	
100,000	11 3	164,506	8 2	44,533	1 7	10,334	7
100,000	-	120,000	-	250,000	-	60,000	-
12,883	6 2	-	-	173	5	-	-
Total Rupees				216,217	1 5	284,506	8 2
Expenditure in Jan'y 1870				66,159	14	221,321	11
Balance on 1 st February 1870				150,057	3 5	63,184	13 2
Estimated Expenditure in February 1870				96,100	-	257,000	-
						247,000	-
						55,400	-

3. It is requested that credit maybe afforded on the Banks of Madras as follows: viz

	Capital	Revenue	Total
South West Line	100,000	200,000	300,000
North West Line	350,000	50,000	400,000

4. The agent and managers read letter from Acting Chief Engineer C.P. 64 dated 14th instant recommending that with a view to hasten the completion of bridges on District XVI, N. W. Line, where there are several arches to be turned, the substitution of Iron Girders for arches on the bridges at G. 65 and G. 77 respectively.

5. Mr. Claver remarked that as the question

was fully discussed on the ground during the recent inspection of the works under construction, and as he believed the Consulting Engineer concurred in the policy proposed by Mr. Goring he now formally applied for confirmation of the arrangement.

6. It was agreed that confirmation be granted, subject to the submission of a revised Estimate and the approval of Government.

7. The Agent and Mr. Goring read letter from the Consulting Engineer of the 12th instant giving cover to Order of Government of the 19th January last, requesting to be favored with the Agent's views as to the most effective means which can be adopted for keeping the line free from cattle.

8. Mr. Goring explained that this question had for some time past engaged the serious attention of the Officers of the Company, and reminded the Consulting Engineer that only so recently as on the 8th of December, it was discussed in Committee. He stated in general terms that instructions had been issued to Resident Engineers to have occupation gates watched and to prosecute before a Magistrate any persons leaving them open. That an Inspector of Watchmen had been appointed to the first division of the N. W. Division where the fences were good but where cattle trespass was frequent, that arrangements had been made at each station for securing bullocks used in conveying goods.

for transmission by the Railway, that on the 4th Division of the S. W. Line stone walling had been put up on the Walliar Ghant, and wire fencing at some stations which were not sufficiently fenced previously, and that in the Traffic Department Station Masters had been warned that they would be held responsible for all trespass within the fences of the station compound.

9. Mr. Clinis could only reiterate his opinion and that of his brother Officers that cattle trespass was for the most part caused wilfully by the line-watchmen being bribed to allow cattle to graze on the sides of the line, and that the only way to suppress the evil would be to make a serious example of any watchman upon whose length cattle were found grazing.

10. The subject would continue to receive the careful attention of the Officers of the Company, and the Agent and Manager hoped that a strict adherence to the measures now reported, would have the effect of diminishing the evil aimed at by the Order of Government under discussion.

M. H. H. H.
Agent and Manager

Consulting Engineer for Railways.

M. H. H. H.
Agent and Manager
Madrass Railway.

P. W. Department

CV. 921

Proceedings of the Madras Government

Under date the 1st April 1870

Read the following

From The Consulting Engineer
for Railways

11th. C. 4. 65 of 15: February 1870

As both the Rail
way authorities and
the Consulting Engineer
are of opinion that, with
a view to hasten the
completion of the section
of the North West Line
of the Madras Railway
comprised in District
No. XVI, it is desirable
that iron girders should
be substituted for arches
in two 30 feet bridges in
that District, the Govt.
sanction the measure
in anticipation of the

M.A.

L.D.

15th Feb 1870

17th Feb 1870

Memorandum

(5)

submission of a general
estimate of the
costs of the
proposed work.

His Excellency
the Governor in Council
has approved of the
proposed work.

It is noted that the steps
which have been taken
by the Railway Office
for keeping the line clear
of scattered will have the
desired effect.

[Signature]

To
Mr. J. H. C. J.
General
Secretary

Ce 648.

Govt. of 1870: Madras.

PUBLIC WORKS.

The Consulting Eng.
for Railways

Dated

1870.

G. O. 1st April 1870 No. 921-

Nos. 1-5

Meeting (By) Papungaden
in the eve. of the meeting
held at the Royapuram
Terrace on the 14: July
1870.