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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	1058	Press
	182-83	~~Mis~~
Dated	15-9-	1871.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
15th April 1871.*

No. 182. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 22nd March 1871, No. 119:—

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 10th March 1871, No. 144.

I HAVE the honour to enclose you copy of a letter No. 435, which I addressed to Mr. E. W. Barnett on the 11th of February 1870, as to the increased price for masonry in the Toongabudra bridge, the payment of which was sanctioned by G. O., dated the 20th January last, No. 162.

2. In the concluding paragraph of my letter, I alluded to the question of penalties incurred by Mr. Barnett consequent upon the delay in the completion of the Pennair bridge and the works at the Ghooty station, and stated that my recommendation to Government and to my Directors to take a favourable view of this question would depend upon the manner in which he prosecuted the works on the North-West Line comprised in his contracts.

3. I have now the honour to state that I learn from the Chief Engineer that the progress made by Mr. Barnett upon the works in question during the past twelve months has been very satisfactory; since Mr. Anderson's return to India in November last the line from Ghooty to the north bank of the Toongabudra river, a distance of $75\frac{1}{2}$ miles, has been opened for public traffic. On the 24th of last month the Contractor's engine reached the Raichore station, and it is confidently expected that the line between the Toongabudra river and Raichore may be opened for public traffic on the 15th of this month, thus completing Mr. Barnett's contracts, the work throughout which Mr. Anderson states is of a very excellent description.

4. Under all the circumstances of the case, and bearing in mind the sickness among the coolies and masons which Mr. Barnett had to contend with during 1869 and in the early part of last year (the period during which the penalties principally were incurred), I beg to recommend that Government will be pleased to authorize the remission of the penalties I have named, as well as the penalties in respect to the works at the Royalecherra station.

5. The amount with which Mr. Barnett has been debited for the penalties in question is Rupees 1,12,500. Of this sum we have recovered from the Contractor's security fund and from certificates for works Rupees 25,854-1-7, leaving at the debit of Mr. Barnett on the books of the Company Rupees 86,645-14-5.

6. If His Excellency the Governor in Council takes a favourable view of this question, as I trust he will, a cheque for Rupees 25,854-1-7 will have to be handed to Mr. Barnett, and an acquittance given to him for the sum standing at his debit, Rupees 86,645-14-5.

From the Agent and Manager of the Madras Railway Company, to E. W. BARNETT, Esq., Ghooty, dated Madras, 11th February 1870, No. 435.

I HAVE now the pleasure to put in writing the substance of the conversation I had with you yesterday in the presence of the Consulting Engineer for Railways in reference to the completion of the works north of Ghooty.

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15th April 1871.*

What I said yesterday and what I now repeat is that, in the event of your completing the line to Kasapore by the 15th of May next so as to admit of the transport by rail of the girders for the northern piers of the bridge over the Toongabudra, I would favourably consider any representations you may have to make touching an increased price for the masonry in that structure, and that, should I find your representations to be well grounded, I would recommend the Government and the Railway Board of Directors to authorize my paying you such increased price as the circumstances of the case might justify. Your claim to an increased price is, I understand, based upon the grounds that an amended specification was furnished to you by the Chief Engineer and work of a superior character to that shown in the original specification insisted on.

The object which we all immediately have in view is to carry forward the girders for the Toongabudra bridge so as to secure, at the earliest possible period, uninterrupted communication with Bombay; but, of course, it must be distinctly understood that any recommendation which I may make must be contingent upon the completion of our line of Railway in accordance with the conditions of your agreement as soon after the 15th of May next as possible.

The question of penalties, consequent upon the delay in the completion of the Pennair bridge and the Ghooty station works, is one which is still in abeyance, and I will only now reiterate that which I have said on several previous occasions, that I trust you will enable me, by an earnest prosecution of your works, to recommend the Government and the Board favourably to consider this question which is so important a one to you.

SUBMITTED to the Government.

2. According to the terms of the contract for the construction of a portion of the North-West Line, the Contractor, Mr. Barnett, rendered himself liable to the forfeiture of a sum of Rupees 1,12,500, on account of delay in the completion of the Pennair bridge and of works at the Ghooty and Royalecherru stations.

The Agent and Manager, however, in his letter of the 11th February 1870, gave Mr. Barnett encouragement, that, by an earnest prosecution of the works, the question of penalties might be favourably considered.

It was a subject of congratulation to all concerned on the Madras Railway that an engine ran into Raichore on the 24th ultimo, there being then little left to be done to enable passengers and mails being conveyed into the junction station; and, on the testimony of the Chief Engineer to the excellence of the works, Mr. Elwin recommends that the Government will be pleased to authorize the remission of the penalties amounting to Rupees 1,12,500.

3. The question of an enhanced rate of payment for the masonry of the Toongabudra bridge was disposed of in G. O., No. 162, of the 20th January 1871, although a reference on the subject made by the Government of India in their letter No. 192-R., dated 8th February 1871, has not yet been answered.

4. The line was advanced to Kasapore in May 1870 in sufficient time to allow of the girders being conveyed across the river before the first flood came down; and again lately, when it was stated that the Great Indian Peninsula Railway would be completed to Raichore by the end of February, a rigorous effort was made in carrying on the works into Raichore, in order that the Madras line might not be behind hand in the establishment of through communication to Bombay.

5. The Contractor has not failed in either of these exigencies, and I would recommend that, contingent on the approval of the Board of Directors, the Agent

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15th April 1871.*

and Manager be authorized to remit the penalties in giving Mr. Barnett an acquittance for the sum standing to his debit.

(Signed) C. J. SMITH, Captain, R.E.,
Deputy Consulting Engineer for Railways.

No. 183. ORDER THEREON, 15th April 1871, No. 1058.

RAILWAY, No. 24.

As it appears from these papers that the early and successful completion of the extension of the North-West Line to Raichore was, in no small measure, due to the exertions of the contractor, Mr. Barnett, having kept pace with the rapidity with which the works were required to be pushed forward, and as the quality of the work performed is reported to be excellent, His Excellency the Governor in Council is pleased to authorize the Agent and Manager, on the approval of the Board of Directors being obtained, to remit the penalties incurred by Mr. Barnett to the extent of Rupees 1,12,500 on account of delay in the completion of the Pennair bridge and of the works at the Ghooty and Royalecherru stations.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Ed. E. C. Shunker.

N^o 117-

Submitted to the Government.

2. According to the terms of the Contract, for the construction of a portion of the North West Line; the Contractor W. Barnett rendered himself liable to the forfeiture of a sum of Rs 1,12,500, on account of delay in the completion of the Pennair bridge, and of works at the Gooty and Royachhera stations.

The Agent and Manager however in his letter of the 11th February 1870 gave W. Barnett encouragement, that by an earnest prosecution of the works the question of penalties might be favourably considered.

It was a subject of congratulation to all concerned on the Madras Railway, that an engine ran into Raichere on the 24th ultimo, there being then little left to be done, to enable passengers and mails being

being conveyed into the junction station.
and on the testimony of the Chief Engineer
the excellence of the works, Mr. Blwin
recommends that the Government will be
pleased to authorise the remission of the
penalties amounting to Rs 112,500.

The question of an enhanced rate of
payment for the masonry of the Taongabudra
bridge, was disposed of in G.O. N: 162 of
the 20th January 1871, although a reference on the
subject made by the Government of India,
in their letter N: 192 D. dated 8th February
1871, has not yet been answered.

11. The line was advanced to Kasapore
in May 1870, in sufficient time to allow of
the girders being conveyed across the river
before the first flood came down; and
again lately, when it was stated that the
Great Indian Peninsula Railway would be
completed to Raichore by the end of February,

vide G.O. N: 481
dated 17th Feb 1871

Madras
22nd March 1871

a rigorous effort was made, in carrying on
the works into Raichore, in order that the
Madras line might not be behind-hand,
in the establishment of through communication
to Bombay.

5. The Contractor has not failed in either
of these exigencies; and I would recommend,
that contingent on the approval of the Board
of Directors, the Agent and Manager be
authorised to remit the penalties, in giving
Mr. Barnett an acquittance for the sum
standing to his debit.

W. Smith Captain R.E.
for. Ag. Comd. Eng. for Railways.

To,
The Secretary to Government
Public Works Department
Fort Saint George.

No. 11/14

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 10th March 1871

From

Robert B. Clavin Esq.

Agent and Manager. M. R. Co.

To

Major H. B. Anderson & Co.

Chief Consulting Engineer for Railways.

Sir,

I have the honor to enclose you
10 435. copy of a letter which I addressed to Mr. H. B. Barnett on the 11th of February 1870 as to the increased price for masonry in the Sengur bridge, the payment of which was sanctioned by G.O. dated the 20th January last at Rs. 162.

In the concluding paragraph of my letter I alluded to the question of penalties incurred by Mr. Barnett consequent upon the delay in the completion of the Ponnai Bridge and the works at the Phooly station, and stated that my recommendation to Government and to my Directors to take a favorable view of this question would depend upon the manner in which he prosecuted the work on the North West line comprised in his contracts.

I have now the honor to state that I learn from the Chief Engineer that the progress made by Mr. Barnett upon the works in question during the past 12 months has been very satisfactory - since Mr. Anderson's return to India in November last the line

10 115-6th instant.

Received 11/10/70

11/10/70

For Secretary to Govt.
P. W. Co.

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from Phetchaburi to the north bank of the Sraung-
kudra river, a distance of 75 1/2 miles, have been
opened for Public traffic. On the 24th of last
month the Contractor's Engine reached the Paichon
station, and it is confidently expected that the
line between the Sraungkudra river and Paichon
may be opened for Public Traffic on the 15th of
this month. Here completes Mr. Darnell's
Contract, the work throughout which, Mr.
Anderson states, is of a very excellent description.

Under all the circumstances of the
case and bearing in mind the sickness among
the coolies and horses which Mr. Darnell had
to contend with during 1889 and in the early part
of last year (the period during which the penalties
principally were incurred), I beg to recommend
that Government will be pleased to authorize
the remission of the penalties I have named
as well as the penalties in respect to the work
at the Royalaheroo station.

5 The amount with which Mr.
Darnell has been debited for the penalties
in question, is Rs. 112,500. Of this sum we have
received from the Contractors Security Fund
and from Antefixates for works Rs. 25,854.17,
leaving at the debit of Mr. Darnell on the
Books of the Company Rs. 86,645.14.5.

6. If His Excellency the Governor
in Council takes a favorable view of this
question, as I trust he will, a cheque
for Rs. 25,854.17 will have to be handed
to Mr. Darnell and an acquittance given

137
to him for the sum standing at his debit.
Rs. 6645-14-5

I have the honor to be
Sir
Yours most Obedient Servant.

W. P. Smith
Agent & Manager

MADRAS RAILWAY.
From
The Agent and Manager.
To
The Consulting Engineer
for Railway
Dated 186
Recd. No.

at 435.

Madras Railway Co.
Madras 5th February 1891

My dear Sir,
I have seen the pleasure of writing the substance of the conversation had with you yesterday in the presence of the Consulting Engineer for Railways in reference to the completion of the work at the Ghats.

What I said yesterday and what I now repeat, is that in the event of your completing the line to Karaikal by the 15th of May next, so as to admit of the transport by rail of the Girders for the further part of the bridge over the Tonnabudra. I would favourably consider any representation you may have to make touching an increased price for the masonry in that structure, and that should I find your representation to be well grounded, I would recommend the Government and the Railway Board of Directors to authorise my paying you such increased price as the circumstances of the case might justify. Your claim to an increased price is I understand based upon the grounds that an amended specification was furnished to you by the Chief Engineer and work of a superior character to that shown in the original specification insisted on.

The object which we all immediately have in view is to carry forward the Girders for the Tonnabudra Bridge so as to secure at the earliest possible period

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 10th March 1891.
Recd. 13th "

No. 1447.

Authorising for the firm
- the construction of
- the Government, the question
- of purchase included for
- the completion of the
- River Bridge, the
- short station marks, and
- the Tonnabudra station.

1344/71

uninterrupted communication with Bombay, but of course it must be distinctly understood that any recommendations which I may make must be contingent upon the completion of our line of Railway in accordance with the conditions of your agreement as soon after the 15th of May next as possible.

The question of penalties consequent upon the delay in the completion of the Penmaen bridge and the Ghoaty station works is one which is still in abeyance and I will only now reiterate that which I have said on several previous occasions that I trust you will enable me by an earnest prosecution of your works to recommend the Government and the Board favourably to consider this question which is so important as one to you.

Yours faithfully
Robt. B. Clavin
Agent & Manager.

S. N. Darnall Esq
Ghoaty.

True Copy
[Signature]
Agent & Manager.

Can to low

1058
Proceedings of the Medical Commission
Held at the 15th April 1871
That the following

From the 2^d Consulting Engineer
for Railways

As it appears from these papers that the early and successful completion of the extension of the North West line to Richard was in no small measure due to the exertions of the Contractor, Mr. Barnett, having kept pace with the rapidity with which the works were required to be pushed forward, and as the quality of the work performed is reported to be excellent.

[Signature]
[Signature]

His

His Excellency the Governor
in Council is pleased
to authorize the Agent
and Manager, on the
approval of the Board
of Directors being obtained,
to remit the penalties
incurred by Mr. Barnett
to the extent of Rs 112,500
on account of delay in
the completion of the
Punna Bridges and of the
works at the Ghooty and
Royalclara stations.

W. P.

20.
The Comr. for Railways
Decr. 17/4/11

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Govt of 1871 Madras.

PUBLIC WORKS.

The Consulting Engineer
for Railways

Dated

at

2

15th April 1858

Nos. 182 & 183

Mr. Barnett, Contractor. The
penalties incurred by Mr. Barnett
to the extent of Rs. 1,12,500
on account of delay in the
completion of the Pannar
Bridge & the works at
the Ghanty & Rayalchaur
stations are hereby
remitted.