Y. S. O. 1—77,000—8-6-37.

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(2) Date of repair

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press / Mis.
Dated	18 .

Not to be folded or roughly handled

No. 332. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 6th June 1871, No. 248:—

Agent's letter No. 332, dated 3rd June 1871, with enclosure.

REFERRING to paragraph 2 of G. O., No. 73, (Miscellaneous,) dated 13th May 1871, I have the honour to submit for sanction a plan and comparative estimate received from the Acting Agent and Manager of the Madras Railway, showing the alterations proposed in the design of the tower and angle turrets of the new Central Station at Madras.

2. In altering the design of the central tower Mr. Chisholm has added 34 feet in height; but by the details given in the comparative estimate, there will be a saving of Rupees 7,211-2-0.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 3rd June 1871, No. 332.

I HAVE the honour to submit, for the sanction of Government, a drawing* and estimate of an alteration in the design of the tower and angle turrets of the new Central Station.

* No. 714 T.

2. The Acting Chief Engineer informs me† that in proposing the alteration Mr. Chisholm aimed at nothing more than an improvement in style, and that he considers the design now submitted has greatly the advantage over that shown in drawing No. 53 A, and I quite concur with Mr. Going.

† No. 269, 25th May.

3. You will observe from the estimate that a saving of Rupees 7,211-2-0 will be effected by the adoption of the altered design, in which the central tower is 34 feet higher than at first designed, and is of much lighter construction.

4. I enclose for your information an extract from a letter from the Acting Chief Engineer, (No. 237, dated 3rd May,) which was read at the Meeting of the Stores Committee held on the 4th ultimo, when the subject of the alterations was discussed.

Extract from a letter from the Acting Chief Engineer, to the Acting Agent and Manager of the Madras Railway Company, dated 3rd May 1871, No. 237.

Paragraph 2. You are doubtless aware that during the course of construction of the new Central Station, the Architect, Mr. Chisholm, has found it desirable to modify some of the details shown in his original drawings, but as these modifications were for the most part simply matters of "expression," I did not consider it necessary to submit each in detail for the special sanction of Government, as the general design of the building was in no way affected. As examples of these modifications, I may instance the substitution of semi-circular for gothic arches between booking office and back verandah as shown in drawing No. 714 S, the omission of the circular opening in the large window in south front of tower, and the consequent lengthening of the three gothic openings forming the window as shown in drawing No. 714 T. The only important change was the introduction of a segmental arch over the northern end of the carriage exit instead of the semi-circular one which is shown in Mr. Chisholm's original drawing, as it was found that the arch as originally designed interfered with the iron girders supporting the floor of the Station Master's bed-room. This segmental arch was built in accordance with Mr. Chisholm's instructions, (as contained in his letter to Mr. Hardinge, dated 7th September 1870,) but when tested it showed

Proceedings of the Madras Government, Public Works Department, 24th August 1871.

signs of weakness, and a girder was therefore introduced over the arch so as to carry the weight of the wall above, which weight was itself greatly diminished by the introduction of a hollow space arched over as shown in drawing No. 714 R.

3. Mr. Chisholm now wishes to alter the style of the central tower and angle turrets as shown in drawing No. 714 T; but as these are changes affecting the general design, I beg to forward them for sanction before authorizing Mr. Hardinge to carry them out. Mr. Chisholm also wishes to make use of Italian corrugated zinc instead of tiles for covering the sloping verandah of the upper story, and to use single columns instead of double in the upper openings. I presume, however, that I am correct in supposing that matters of detail such as these two latter may be left to the discretion of those carrying out the works, and that it is only such alterations as affect the general design, or cause expenditure above the amount sanctioned, that require to be submitted for the special sanction of Government.

(True Extract.)

(Signed) B. ANDERSON,
Acting Agent and Manager.

No. 333.

ORDER THEREON, 24th August 1871, No. 2,181.

RAILWAY, No. 42.

THE Government resolve to forward for adoption the accompanying revised design of the tower and angle turrets of the new Central Railway Station at Madras which has been prepared by the Consulting Architect. The design and estimate received with the letter above read will be returned to the Consulting Engineer, and Major Prendergast will be requested to submit for formal sanction an estimate of the cost of carrying out the work in accordance with the design which has now been approved of.

(True Extract.)

(Signed) A. deC. SCOTT, Captain, R.E.,
Under Secretary to Government.

To the Acting Consulting Engineer for Railways, with three enclosures.
" Consulting Architect.

Ed. E. C. Shunker.

No. 332.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 26 June 1871

From

Bellasford Anderson Esq.
Acting Agent and Manager. of the M.R.

To

Major H. L. Prendergast R.E.
Acting Consulting Engineer for Railways.

SIR,

I have the honour to submit for the sanction of Government a Drawing and Estimate of an alteration in the design of the Tower and Angle Turrets of the new Central Station.

x No 714 T

2. The Acting Chief Engineer informs me that in proposing the alteration Mr Chisholm aimed at nothing more than an improvement in style, and that he considers the design now submitted has greatly the advantage over that shewn in Drawing No 653 A and I quite concur with the foregoing.

x No 269 - 26 Nov.

3. You will observe from the Estimate that a saving of Rupees 7311-2- will be effected by the adoption of the altered design in which the Central Tower is 34 feet higher than as first

designed, and is of much legal construction.

4. I enclose for your information an extract from a letter from the Acting Chief Engineer (No 237 dated 3rd May) which was read at the Meeting of the Aldeer Committee held on the 4th instant when the subject of the alteration was discussed.

I have the honour to be
Sir
Your most obedt Servant
Blandford Archibald
Acting Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

No. 25'90/71

Dated 3rd June 1871.

Rec'd 5th " "

No. 337.

Submitting for sanction of Government, a drawing and Estimate of an alteration in the design of the tower and porch of the new Central Station.

Extract from a letter from the acting Chief Engineer to the acting Agent & Manager, M. R. Co. No. 237 dated the 3rd May 1871.

Para 2. You are doubtless aware that during the course of construction of the new Central station the Architect, Mr. Chisholm, has found it desirable to modify some of the details shewn in his original drawings but as these modifications were for the most part simply matters of "Expression" I did not consider it necessary to submit each in detail for the special sanction of Government as the general design of the building was in no way affected As examples of these modifications I may instance the substitution of semicircular for gothic arches between booking office and back verandah as shewn in drawing No. 7148; the omission of the circular opening in the large window in south front of tower and the consequent lengthening of the three gothic openings forming the window as shewn in drawing No 7147. The only important change was the introduction of a segmental arch over the northern end of the carriage exit instead of the semicircular one which is shewn in Mr Chisholm's original drawing as it was found that the arch as originally designed interfered with the iron girders supporting the floor of the station master's bed room. This segmental arch was built in accordance with Mr Chisholm's instructions (as contained in his letter to Mr Harding dated

7th September 1870) but when tested it showed signs of weakness and a girder was therefore introduced over the arch so as to carry the weight of the wall above, which might now itself greatly diminished by the introduction of a hollow space arched over as shown in drawing No. 714 T.

3. Mr Chisholm now wishes to alter the style of the Central tower and angle turrets as shewn in drawing No. 714 T. but as these are changes affecting the general design I beg to forward them for sanction before authorizing Mr Hardinge to carry them out. Mr Chisholm also wishes to make use of Italian corrugated zinc instead of tiles for covering the sloping verandah of the upper story and to use single columns instead of double in the upper openings. I presume however that I am correct in supposing that matters of detail such as these two latter may be left to the discretion of those carrying out the works and that it is only such alterations as affect the general design or cause expenditure above the amount sanctioned that require to be submitted for the special sanction of Government.

/ True Extract /

Illegible

Acting Agent & Manager.

7

Consulting Engineer's Office.

Railway Department.

No. 248

From Major H. L. Prendergast R.E.,
Ag. Consulting Engineer for Railways,

To Colonel F. Carpendale R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

Enclosures.
Agent's letter No. 332 dated 3rd June 1871 with enclosure. A plan and an Estimate.

Referring to paragraph 2 of G.O. No. 93, (Miscellaneous), dated 13th May 1871, I have the honour to submit for sanction a plan and comparative estimate received from the Acting Agent and Manager of the Madras Railway, showing the alterations proposed in the design of the Tower and angle Turrets of the New Central Station at Madras.

2. In altering the design of the central tower Mr Chisholm has added 31½ feet in height; but by the details given

in

in the comparative estimate, there will be a saving of Rs 211-2-0.

I have the honour to be
Sir
Your most obedient servant
H. L. Prendergast Major R.E.
Ag. Consg. Engr. for Railways.

Madras
6th June 1871

P W Dept.

15

Madras Government

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12th June

Lt. Conealy Engr: for Railways-

in the comparative estimate, there will be
a saving

Madras
6th June 1871.

P. W. 1871 Dept.
Proc. Ry. Branch August
RAILWAY DEPARTMENT.
No. 2590.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 6th June—1871.
Received 7th
Enc: 4. No. 248-

Submitting for sanction a plan and Comparative estimate received from the Ag. Agent & Manager of the Madras Railway, shewing the alterations proposed in the design of the Tower and Angle Turrets of the N. C. S. Railways.
No. 2181-26 Aug. 71

No. 332

6 15 June 71 A. 16

P W Dept.

15

the Madras Government
to the June 1871.
Read the following

& No. 248 of 6th June 1871.

13

The accompanying revised design for the Tower of the new Railway Station received from Mr. Chisholme and approved of by Government is forwarded to Dept. Ry. Br. for record, and for a copy being furnished to the Consulting Engineer with a view to its being substituted for the design referred to in the Railway Committee's proceedings. The former drawing is in Col. Carpendale's Office Table in Madras.

P W 185
P.

The altered design
the Tower and angle
rets of the new Central
ilway Station at
adras, now in course
onstruction, is approved.

It is observed that
saving of Rs 7211-2-
will be effected by the
modification

12th June

To
The Ag. Consulg. Engr. for
Railways.

in the comparative estimates. there will be a saving

Madras
6th June 1871.

No. 332

Madras Railway, sh
alterations proposed in
design of the Tower and
Turrets of the N.E.S. S
No. 2181-26 dated

6th June / A. 16th

P W Dept.

15

Proceedings of the Madras Government
Under date the 8th June 1871
Read the following

From the Sy Con: Engineer for Railways, } No. 2487/16 dated 1st June 1871.

There is plenty time. I don't
think the new S.P.
is urgent until the
Chief Engineer returns
The Pedestrian not put
with the two Towers.

A/Sec

The altered design of the Towers and angle Turrets of the new Central Railway Station, at Madras, now in course of construction, is approved.

It is observed that a saving of Rs 7211-2- will be effected by the modification

12th June

To
The Sy: Consulting Engr: for Railways

The Government
resolve to forward for
adoption the accompanying
revised design of the Tower
and angle Turrets of the
New Central Railway
Station at Madras which
has been prepared by the
Consulting Architect - The
design and estimate re-
ceived with the letter
above read will be
returned to the Consulting
Engineer and Major
Prendergast will be

requested to submit for formal sanction an estimate of the cost of carrying out the work in accordance with the design which has now been approved of.—

Rules.

30

Cls.

The Comptr. for Railways
(with 4 Encls)
Govt Consg Architect
Dated 25th August 71
Confirmation of telegram
Received and Recorded by Mr Pollock

requested to submit for formal sanction an estimate of the cost of carrying out the work in accordance with the design which has now been approved of.

Rules.

C- 40-2590-

Govt of [1878] Madras.

PUBLIC WORKS.

To The Acting Consulting Engr for Railways

Dated

Rec'd. 3

G. O. 24 Augt. No. 2181

Nos. 322 & 323

New Pulicat Railway Estimate Madras.

Forwarding for adoption the new design of the Lower Angicut Sluice prepared by the Consulting Architect