M.R.O. 1—77,006—8-6-37.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works. DEPARTMENT.

G.O. No.	2564-65	Press / Mis.
125-126.		
Dated	9 - 10 -	1871.

Not to be folded or roughly handled

No. 125. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 14th September 1871, No. 393:—

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 8th September 1871, No. 4,180.

I SHALL feel obliged if you will bring under the notice of Government the attached Extract from Secretary's letter No. 45, dated the 11th ultimo, relative to the disposal of the material shipped by the Directors to Negapatam before it was decided that the Southern Extension should be constructed as a light narrow gauge railway.

2. The following quantities were received for this purpose:—

	No.	Weight. T.	Cwt.
Rails (68 lbs. per yard)	43,956	9,287	12
Iron-pot sleepers (80 lbs. each) ...	330,040	11,787	2
Tie-bars	129,465	1,425	11
Gibs and cotters	518,000	87	16
Fish plates	84,725	340	8
Bolts and nuts (P. W.)	44,548	19	9

3. If Government sanction the proposed transfer of this material to the Hyderabad State Railway, will you kindly tell me through what channel the negociation should be effected.

EXTRACT FROM BOARD'S LETTER No. 45, DATED THE 11TH AUGUST 1871.

Permanent-way Material.

THE Directors understand that a final decision has been come to by the Government of India that the Southern Extension of this line shall be on the narrow or 3′ 3⅜″ gauge, and that the permanent-way shall be of the same character as that intended for adoption on the State lines. They have in consequence had under consideration the question as to the disposal of the considerable quantities of rails and other permanent-way materials which were shipped under the belief that the extension would be constructed on the same gauge, and with the same description of permanent-way as on the open line; but which, under the altered conditions, will not be adopted to the lighter road now intended to be laid down. It has suggested itself to the Board that as a railway on the broad gauge is in contemplation between Goolburga and Hyderabad under arrangements made between the Government of India and His Highness the Nizam, the permanent-way materials now in store at Negapatam might probably be made available for that line. The Directors, therefore, request that you will, with the sanction of Government, place yourself in communication with the proper authorities with the view of ascertaining whether the materials referred to can be taken off the Company's hands, and, if so, under what conditions, and at what price. The rails and other materials were, as you are aware, supplied by manufacturers of established reputation, were subjected during manufacture to a rigid inspection, and are of the best quality.

(Signed) W. S. BETTS,
Agent.

6th August 1871.

SUBMITTED to Government.

The Government of India, in paragraph 7 of their despatch No. 75-R., dated 13th July 1871, to the Right Honourable the Secretary of State for India, remark that even if the Great Southern of India Railway cannot be relieved of the permanent-way materials for 100 miles of heavy line, this material might still be used on the

G. O., No. 2,134, dated 19th August 1871.

narrow gauge, with an apparent loss of not more than £250 per mile over the 250 miles of future extensions, or altogether £ 62,500.

2. The Board of Directors have not contemplated the disposal of their material in this way, but suggest a transfer to the Hyderabad and Goolburga line.

3. I recommend that the Agent's letter be forwarded to the Government of India for their information, and with the enquiry whether the 100 miles of permanent-way can be utilized either on the Hyderabad Railway or any other line in the north of India, so that, if such material is wanted, the Imperial Government might be partly relieved of the interest on unprofitable capital on the Great Southern of India Railway.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Actg. Consg. Engineer for Railways.

No. 126. ORDER THEREON, 9th October 1871, No. 2,564.

RAILWAY, No. 18.

ORDERED that the Government of India be addressed on the subject of these papers.

(Here enter No. 2,565, dated 9th October 1871.)
(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, *9th October* 1871.

No. 127.

No. 2,565.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 19.

SIR,—I am directed by the Right Honourable the Governor in Council to forward the accompanying correspondence on the subject of the utilization of the permanent-way material for 100 miles of heavy line which the Directors of the Great Southern of India Railway sent out to this country in the belief that the proposed extension of their Railway was to be carried out on the broad gauge system, and I am to request that the suggestion of the Directors to transfer the material to the broad gauge Railway, which they understand to be in contemplation between Goolburga and Hyderabad, may receive the favourable consideration of the Government of India.

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

No. 4180 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, September 8 1871.

From

THE AGENT,

Great Southern of India Railway,

To The acting Consulting Engineer for Railways Madras

SIR, I shall feel obliged if you will bring under the notice of Government the attached extract from Secretary's letter No. 45 dated the 11th ultimo, relative to the disposal of the material shipped by the Directors to Negapatam before it was decided that the Southern Extension should be constructed as a light narrow guage railway

The following Quantities were received for this purpose

	No.	Weight T.	Weight C.
Rails (68 lbs per yard)	43,956.	9,287.	12
Iron Pot sleepers (80 lbs each)	330,040.	11,787.	2
Fee Bars	129,466.	1,425.	11
Gibs & cotters	578,000	87.	16
Fish plates	84,725	340.	8.
Bolts & Nuts (Pairs)	44,548.	19.	9.

If Government sanctions the proposed transfer of the material to the Hyderabad State Railway, will you kindly tell me through what channel the negociation should be effected

I have the honor to be
Your most Obt Servant
Guillemard Supt
Agent

S 6 L

4

Extract from Board Letter No. 45
dated the 11th August 1871

Permanent Way Material

The Directors understand that a final decision has been come to by the Government of India that the Southern Extension of this Line shall be on the narrow, or 3' 3⅜ gauge, and that the Permanent Way shall be of the same character as that intended for adoption on the State lines. They have in consequence had under consideration the question as to the disposal of the considerable quantities of Rails, and other Permanent Way materials, which were shipped under the belief that the Extension would be constructed on the same gauge, and with the same description of Permanent Way as on the open line; but which under the altered conditions will not be adopted to the lighter road now intended to be laid down. It has suggested

No 4150

Bombay
Per Ghuriala Bringle
Rail Road Railway
Agra

By Sea Shipment
For Ordnance
Packages

Value £ 1)
Bombay 5th October 1871

P.O. 4582/71

Ordnance
Respecting the Disposal of the P.W. materials shipped to Agra Railway.

suggested itself to the Board that a Railway on the broad guage is in contemplation between Gooburga and Hyderabad under arrangements made between the Government of India and His Highness the Nizam, the Permanent way materials now in store at Negapatam might probably be made available for that line. The Directors therefore request that Jan will, with the sanction of Government, place yourself in communication with the proper Authorities, with the view of ascertaining whether the materials referred to can be taken off the Company's hands, and if so, under what conditions and at what price. The Rails, and other materials, are as you are aware supplied by Manufacturers of established reputation were subjected during manufacture to a rigid inspection, and are of the best quality.

Allen
Secretary
24/4/71

No. 393

Submitted to Government

The Government of India in paragraph 7 of their despatch No. 76 R dated 13 July 1871 to the Right Honorable the Secretary of State for India remark that even if the Great Southern of India Railway cannot be relieved of the permanent way materials for 100 miles of heavy line, this material might still be used on the narrow guage, with an apparent loss of not more than

13 July 1871
9 Augt 1871

than £250 per mile over the 250 miles of future extensions: or altogether £62,500-

2 The Board of Directors have not contemplated the disposal of their material in this way: but suggest a transfer to the Hydrabad and Goolburga line.

I recommend that the agent's letter be forwarded to the Government of India for their information: and with the enquiry whether the 100 miles of permanent way can be utilized either on the Hydrabad Railway or any other line in the North of India

India: so that if such material is wanted, the Imperial Government might be partly relieved of the interest on unprofitable Capital on the Great Southern of India Railway.

Madras
14th Sept
1871

Chas L Dundas Lt Major R.E.
Ag Cons Engr for Railways

To
The Secretary to Government
Public Works Department
Fort St George

Public Works Department

No. 2 S. 84.

Proceedings of the Legislative Assembly

Under date 4th October

Read the following

From The Sec. to Govt. Bengal No. 3249 dated 30th Sept.

Proceedings

Enclosed that the Government of India

Government not the

recommend that the

enlargement of Khana pagoda

No. C. 2215 dated 4th

Sec. to Govt. Bengal

To the Secretary to the Govt.

of India P.W.D.

Sir

I am directed by the

Right Honorable the

Governor in Council

to forward the accom-

panying correspondence

on the subject of the

investigation

P. Dr. 1871 Oct.
Rem. for October
Rs 4382.
Hon. Sec. to Govt
for Rs.

Y.
Hon. Sec. to Govt
P W D

Dated 11/
Rec'd 15. } 5/11/71

No. 393
Enc. 2.

Submitting
Agreed to letter regarding the dis-
posal of the Ori-
ginal Sketches
to Museum

No. 2564-2565. 9 Oct.

Rec'd 19th Aug/71 Pp 244-244

No. 125

6 Oct 1871 Pp 275

utilization of the perma-
-nent way material
for 100 miles of heavy
line which the Directors
of the Great Southern
of India Railway sent
out to this country in
the belief that the pro-
-posed extension of their
Railway inland to be
carried out on the
broad gauge system
and to request that
the suggestion of the
Directors to transfer
the material to the
broad gauge Railway
which they understand
to be in contemplation
between Gooltirza and
Hyderabad may
receive

receive the favorable
consideration of the
Government of India.

Enclosure

No 20 14.

21

C - No - 4382

Govt of {1871} Madras.

PUBLIC WORKS.

To The Acting Consulting Engr for Railways
& for
To The Secretary to the Govt of India

Dated

Recd. Encl. 2

G. O. 9 dated } No 2564-2565

Nos. 125 & 126

Railway materials.

Letter submitting correspondence regarding the utilization of the temporary ~~Railway~~ line and Bridges for the ~~purpose~~ aforesaid and by the Director of the Great Southern of India Railway ~~to ascertain~~ ~~and reporting the~~ practicable considerations in the suggestion ~~of the Director~~ to transfer the Lines ~~to the~~ line between Goalchinga & Hyderabad.

Papers as above and the Consulting Engrs endorsement submitting Agents' letter regarding the disposal of the materials & ~~his~~ offer to buy a portion.