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. 1252-1253
297 & 299
Press
Mis.

Dated 14- 5 1872.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
14th May 1872.

No. 297. Read the following paper from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 10th April 1872, No. 171 :—

Application *from the Agent and Manager of the Madras Railway, requesting the sanction of Government to the following estimates* :—

	RS.
Estimate of the cost of alterations and additions required at the Salt Cotaur branch in connection with the new Central Station as per plans Nos. 902, 903, 904, and 905	15,167
Do. do. dwelling-houses for Native Clerks (Traffic Department) at Raichore as per plan No. 908	5,537
Do. do. alterations and additions to waterway and change of gradients on the N. B. Line as per plan No. 16	10,043
Total...	30,747

2. *Alterations and additions, Salt Cotaur Branch.*—In submitting the estimate the Agent and Manager quotes as follows from the report of the Chief Engineer :—

"Several changes are required in the signals on the present Salt Cotaur Branch before the opening of the new Central Station, as it is intended to work this portion of the line on the block system; these are shown in detail on the plan. The signaller's house at Elephant Gate, at present a small building with ground floor only, should have an upper storey, so as to give the signaller, whose station will be on the upper floor, a good view of approaching trains; but in consequence of the treacherous nature of the foundations in this locality, a light wooden superstructure is considered the most suitable (see plan). A double storied signal office is required at the junction of the double and single lines, and also at the junction of the branch and main line. A hut for the gateman at Basin Road level crossing and another for the pointsman at the salt siding are wanted. It is proposed to alter the junction with the main line as shown on the plan, and to take up the cross-over road near the Powder Mills. The signal posts on the branch will be 40 feet high, so as to be clearly distinguishable at a long distance."

"*Dwelling-houses for Native Clerks at Raichore.*—Sufficient time having elapsed since the line has been opened to enable the Traffic Manager to form a correct estimate of the staff required at the different stations. Mr. Church has now applied for clerks' houses at the Raichore station. The native town is at a considerable distance from the station; the clerks' houses are in general design similar to those already built at Wontimetta, but in some parts reductions have been made in the plan now submitted; the monthly rent at 7½ per cent. on the cost amounts to Rupees 5."

"*Alteration of waterway and gradient, Neilgherry Branch.*—On a recent inspection of the Neilgherry branch, I decided to recommend the following increase to the waterway :—

11·45 single to 6 rail girders.
11·53 ,, to 6 do.
12·22 double 6 feet rail girders.
13·11 single 6 feet do.
13·25 ,, 6 feet do.
18·36 single 20 feet opening.

"And I was glad to find by the extract you sent me from the Consulting Engineer's report that Major Prendergast concurred in the desirableness of the addition.

Proceedings of the Madras Government, Public Works Department, 14th May 1872.

The gradient from 12·8 to 12·43 should be raised so as to give sufficient headway for the bridge proposed at 12 miles 22 chains. I would also recommend that a 6-feet arch be substituted for the 6-feet rail girder already sanctioned at 18 miles 38 chains."

3. Major Prendergast, in his inspection report of January last on the works under construction along the Neilgherry branch line, alludes to the insufficiency of waterway between the 11th and 18th miles.

G. O., No. 464, dated 19th February 1872.

4. I recommend that the sanction of the Government of India may be obtained to the estimated expenditure of Rupees 30,747.

5. Funds are available from the Budget allotments for 1872-73 as follows :—

Alterations and additions to Central Station, Rupees 15,167.	From "unforeseen requirements."
Dwelling-houses at Raichore, Rupees 5,537.	"Minor Works."
Alterations and additions to waterway and gradients on the N. B. Line, Rs. 10,043.	"Schedule A., N. B. Line."

No. 298.

ORDER THEREON, 14th May 1872, No. 1,252.

RAILWAY, No. 44.

THE plans and estimates, aggregating Rupees 30,747, received with the foregoing endorsement of the Consulting Engineer for Railways, will be forwarded to the Government of India for sanction.

(Here enter No. 1,253, dated 16th May 1872.)

(True Extract.)

Colonel, R.E.,
Officiating Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 14*th May* 1872.

No. 299.

No. 1,253.

To

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

RAILWAY, No. 45.

10 Plans.
4 Estimates.

SIR,—I am directed by the Honourable the Governor in Council to forward the accompanying plans and estimates aggregating Rupees 30,747 for the under-mentioned works :—

	RS.
Alterations and additions on the Salt Cotaur Branch and new Central Station	15,167
Dwelling-houses for the Native Clerks of the Traffic Department at Raichore Station	5,537
Alterations and additions to waterway and raising gradient on the Neilgherry Branch line	10,043
Total...	30,747

2. The report of the Chief Engineer of the Madras Railway quoted in the Consulting Engineer's application fully explains the necessity for these works, and as funds are reported to be available from the Budget allotments of the current year, I am to request that the sanction of the Government of India may be accorded to the proposed outlay.

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

Colonel, R.E.,
Officiating Secretary to Government.

Exd. E. C. Shunker.

No. 171 Madras, 10th April 1882.

Application from the Agent and ~~Traffic~~ Manager of the ~~Great Southern of India~~ Madras Railway, requesting the sanction of Government to the following Estimate~~s~~—

Estimate of the cost of alterations and additions required at the Salt Cotaur branch in connection with the new Central station, as per plans Nos. 902, 903, 904, and 905 —— Rs: 15,167 — . — .

—— Do —— Do —— dwelling houses for native clerks (Traffic Department) at Raichore as per plan No. 908 —— Rs: 5,537 — . — .

—— Do —— Do —— ~~building and works required at the Mettupolium station as per plan No. 14, 15, 16 & 17~~ 1,12,228 — . —

—— Do —— Do —— alterations and additions to waterway and change of gradients on the No. 13 Line as per plan No. 16 —— Rs: 10,043 — . — .

Rs: ~~1,42,975~~ — . — .

Alterations and additions Salt Cotaur Branch — } In submitting the estimate

2

the Agent and Manager quotes as follows from the report of the Chief Engineer:—

"Several changes are required in

"in the signals on the present Salt Cotaurs
"Branch before the opening of the new
Central station, as it is intended to work
"this portion of the line on the block system;
"these are shown in detail on the plan.
"The signallers house at Elephant gate,
"at present a small building with ground
"floor only, should have an upper story
"so as to give the signaller, whose station
"will be on the upper floor, a good view
"of approaching trains, but in consequence
"of the treacherous nature of the foundations
"in this locality a light wooden super-
"structure is considered the most suitable
"(see plan). A double storied signal
"office is required at the junction of
"the double and single lines and also at
"the junction of the Branch and Main
"Line. A hut for the gateman at
"Basin Road level crossing and another
"for the pointsman at the salt siding,
"are wanted. It is proposed to alter
"the junction with the main line as

"shown on the plan and to take up the
"crossover road near the powder mills.
"The signal posts on the branch will
"be 40 feet high, so as to be clearly
"distinguishable at a long distance.

"Dwelling houses
"for Native Clerks at } Sufficient time
Raichore ——— } having elapsed
"since the line has been opened to
"enable the Traffic Manager to form
"a correct Estimate of the staff re-
"quired at the different stations.
"Mr Church has now applied for
"clerks houses at the Raichore station.
"The native town is at a considerable
"distance from the station; the clerks
"houses are in general design similar
"to those already built at Wontimetta,
"but in some parts reductions has
"been made in the plan now sub-
"mitted, the monthly rent at 7½
per

15 per cent on the cost amounts to 165.

~~Mettapaliam Station~~ } ~~The works at Mettapaliam are very similar to those already sanctioned for Coimbatore the chief point of difference being (1) Back [illegible] station [illegible] instead of run through and [illegible], (2) smaller goods shed, (3) the following additions, Engine turn table, Engine pits and Running Drivers bungalow, Mettapaliam being a terminal station.~~

Alteration of waterway and gradient Neilgherry branch } "On a recent inspection of the Neilgherry branch, I decided to recommend the following additions to the waterway:-

11.45 Single 6 rail girders
11.53 — Do — Do
12.22 Double 6 feet rail girders.
13.11 Single — Do —
13.25 — Do — Do —
18.36 single 20' opening

and I was glad to find by the extract you sent me from the Consulting Engineer's report that Major Prendergast concurred in the desirableness of the additions. The gradient from 12.8 to 12.48 should be raised so as to give sufficient headway for the bridge proposed at 12 miles 22 chains. I would also recommend that a 6 feet arch be substituted for the 6 feet rail girder already sanctioned at 18 miles 38 chains."

3 Major Prendergast in his inspection report of January last on the works under construction along the Neilgherry branch line alludes

C.C. No 464 of 19 July 1892.

alludes to the insufficiency of waterway between the 11th and 18th miles.

4 I recommend that the sanction of the Government of India may be obtained to the estimated expenditure of Rs: ~~14,2975~~ 30,247.

5 Funds are available from the Budget allotments for 1872-73 as follows:

Alterations and additions to Central Station Rs: 15,167	From unforeseen requirements.
Dwelling houses at Raichore Rs: 5,537	Minor works.
Buildings at Mettapoleum Station Rs: 11,248	Schedule B. S.W. Line.
Alterations and additions to waterway and gradients on the N.W. Line Rs: 10,043	Schedule A N.W. Line

Lt. Col. R.E.

Cons: Engr for Railways

To The Secretary to Govt
Public Works Depart.
Fort Saint George

Pro 19th Feby/72 Nos 308-309

P.W. 1872 Railway Depart

3.5.72 Appd for Pay

RAILWAY DEPARTMENT.

No. 1795.

From

The Consulting Engineer
for Railways,

To

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

Dated 10 } April 1872.
Received 12 }

Encl 9 No. 171

Application from the Agent & Manager M.R. requesting the sanction of Govt to the within mentioned estimates

No. 297

R.C. 24 April/72
C 17 Apl/72 R. 23rd

No. 1252-1253 - 16 May/72

5

Public Works Department 13

No. 1252

Proceedings of the Madras Government

Read the following

From The Consulting Engineer for Railways } H.E. No. 171 d/ 10th April /72/

The Plans and Estimates aggregating Rs ~~42976~~ 30747 received with the foregoing Endorsement of the Consulting Engineer for Railways will be forwarded to the Government of India for sanction.

To The Consulting Engineer for Railways. }

Despd 17/5/72

No. 1253.

To The Secretary to the Government of India

31901

Sir,

I am directed by the Honorable the Governor in Council to forward the accompanying

accompanying Plans and Estimates aggregating Rs 30747- ~~44,777~~ for the under-mentioned works.

Plans #6
Estimates #3

Alterations and additions on the Salt Cotaur branch and new Central Station	Rs 15,118
Dwelling houses for the Native Clerks of the Traffic Department at Raichore Station	5,581
~~Buildings at the [illegible] Station on the Neilgherry Branch line~~	~~14,030~~
Alterations and additions to watering and raising ground on the Neilgherry Branch line	10,048
	Total Rs ~~44,777~~ 30747

The Report of the Chief Engineer of the Madras Railway, [illegible] in the Consulting Engineer's application fully explains the necessity for these works, and as funds are reported to be available from the Budget allotments of the current year, I am to request that the sanction of the Government of India may be accorded to the proposed outlay.

the Refreshment Eating Room, being much too small. We would also [illegible] a Refreshment [illegible] Room - Refreshment Rooms for male & female 2d class passengers & General place for 3d class & Cooks room [illegible] in the passage of the passage is much too narrow. Should [illegible] would be the [illegible] of a second floor [illegible] class passengers [illegible] be accommodated [illegible]

April 15th

3-5-72

Mettapollium Papers separately disposed of

I do not think it is necessary to have anything but a very small station at Mettapollium. There is a Hotel which I would [illegible] pretty much [illegible] with the building & Railway Refreshment room. I would pass the plan as I think [illegible]

(3)

The accommodation for gentlemen in 1st & 2nd Class waiting rooms is generally defective throughout the line. I would add a bath room to the gentlemen's waiting room in this case. I agree with His Honor the Governor in thinking that a large station is unnecessary at Mettapollium

I agree with the Honble the Governor that we should not interfere with the Hotel already at Metapolliam & wh. will probably be enlarged. But I think the waiting room for 1st & 2nd class passengers is too small. The passage is too narrow & there seems to be no shelter for Natives. There should also be a bath room for the 1st & 2nd class passengers. I think the plan should be amended in these respects

Despd 17/5/72 with copy of G.O. No 1252 of 1872, 6 plans and 3 estimates.

R.C. 24th April/72
[illegible] 17 April/72 R. 23rd

No 1795

Govt. of (1872) Madras.

PUBLIC WORKS. ✓

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

Dated

Recd. Encl

G. O. 14th May 72. Nos 1252-
1253.

Nos. 297-298 & 299

Madras Railway - Plans and Estimates, submitted by the Consg Engr for Rys, for certain works on the Madras Ry ordered to be forwarded for the sanction of the Govt of India.

Forwarding for Sanction plans & Estimates for certain works on the Madras Ry:-

O. C. 24 May 72
L. 17 Apl 72 R. 2340