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. 356, 357, 358 — 15-3-37—36 — Press / Mis.

Dated 25-6-1936.

Not to be folded or roughly handled

No. 356. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th June 1872, No. 301 :—

I HAVE the honour to forward, for submission to the Government of India, two drawings, Nos. 19 and 20, and a revised estimate of the cost of the works at the Poothanoor (present Coimbatore) station, amounting to Rupees 54,916.

2. The original estimate, amounting to Rupees 52,715, was submitted to Government with this office endorsement No. 390, dated 13th September 1871, and on the 16th October following it was discovered that some alterations were necessary to the watering arrangements.

Sanctioned in G. O., No. 3,044, dated 1st December 1871.

3. In submitting the estimate the Agent and Manager quotes as follows from a report of the Chief Engineer :—

"On 16th October last the Locomotive Superintendent wrote to me complaining of the quantity and the quality of the water obtainable from the well near the workshops at Poothanoor, from which all engines had to be supplied, and suggested that a trial should be made of the well at the north-east end of the station. A pump was accordingly fitted up at this well, and the water being found good and plentiful, Mr. Wright, in a letter dated 7th February says, 'I would therefore recommend the erection of a tank-house of such dimensions as will supply both the main line and Neilgherry Branch engines.'

"It was at first intended that the tank at the new well should be placed at the same level as that near the workshops, but this being found inconvenient it was decided to introduce stop valves, as shown upon the plan, so that either tank could be used independently of the other. Piping $3\frac{3}{4}$ inches in diameter having been already laid from the workshop tank to the water-column at E and engine shed at D, this size was adopted between D and F. Piping 6 inches diameter being used to connect the water-columns at F and N with the new tank-house."

4. The opportunity has also been taken advantage of to revise the rates for the carriage of materials in accordance with the rate, namely, $5\frac{1}{2}$ pie per ton per mile, sanctioned by Government in their No. 1,034 of the 22nd April 1872.

5. It will be observed that in the original estimate credit is taken for the cost of a pair of points and crossings which is omitted in the revised estimate. This is explained as follows by the Chief Engineer :—

"In the general estimate for District 1, Neilgherry branch, which was forwarded with my letter No. 603, dated 11th November 1870, provision was made for a set of points and crossings, as at that time it was intended that the branch should commence at the Noyel bridge, the south-west main line being made use of between the bridge and Poothanoor junction.

"In the revised estimate forwarded with my letter No. 631, dated 24th November 1871, this provision was omitted, as it had in the meantime been determined to carry the branch into Poothanoor, with a separate line of rails, instead of running into the main line, as at first intended. It thus happens

G. O., No. 355, dated 6th February 1872.

that at the time the estimate which accompanied my letter No. 460, dated 23rd August 1871, was prepared, a set of points had been estimated for, which would not be required under the new arrangement then proposed, and credit was accordingly taken for the amount (Rupees 463), as however this amount was not included in the revised general estimate for the branch, no credit could be taken in the revised estimate under notice."

Sanctioned as 27 M. R. of 1871-72, communicated in G. O., No. 3,044, dated 1st December 1871.

In consequence of these changes in the estimate there has also been a slight alteration in the item of contingencies.

6. I recommend that application be made to the Government of India for sanction to the revised estimated expenditure of Rupees 54,916, with a request that the sanction may be communicated as early as possible. This will cancel sanction No. 27 M. R. of 1871-72, communicated in G. O., No. 3,044, dated 1st December 1871.

Funds are available from the provision made in Schedule B. in the Budget Estimate for 1872-73.

No. 357. ORDER THEREON, 25th June 1872, No. 1,535.

RAILWAY, No. 42.

ORDERED that these papers be forwarded to the Government of India:—

(Here enter No. 1,536, dated 25th June 1872.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

36

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *25th June* 1872.

No. 358.

No. 1,536.

To

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

RAILWAY, No. 43.

SIR,—I am directed to forward the accompanying plans and revised estimate, amounting to Rupees 54,916, for the works at the Poothanoor or present Coimbatore Station on the Madras Railway.

2. The original estimate of Rupees 52,715 received the sanction of the Government of India in their letter dated 11th November 1871, No. 2,294-R. It will be seen that in consequence of complaints regarding the quantity and quality of the water of the well in the vicinity of the Pothanoor Workshop, from which all engines had to be supplied, a trial was made of a well at the north-east end of the station, and that as the water there is both good and plentiful it is proposed to erect a tank house for the supply of both the main line and Neilgherry branch engines.

3. The rate for the carriage of materials has been modified in accordance with that authorized by this Government to be adopted in April last, and, for the reasons explained in the Consulting Engineer's letter, the credit taken for the cost of a pair of points and crossings in the original estimate is omitted in that now submitted.

4. I am to request that the sanction of the Government of India to the amended estimate may be communicated as early as possible.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

Railway Department

Cons: Engineer's office

No 311

From

Lieutt Colo J. H. Shaw Stewart R.E.

Cons: Engineer for Railways

To

Colonel G. W. Walker R.E.

Secretary to Government

Public Works Department

Fort Saint George

Sir,

I have the honour to forward for submission to the Government of India two drawings, Nos 19 and 20, and a revised estimate of the cost of the works at the Poothamoor (present Coimbatore) station, amounting to Rupees 54,916 - - -

The original estimate, amounting to Rupees 52,715, was submitted to Government with this Office endorsement No 390, dated

Sanctioned G.O. No 3044 dated 1st December 1871.

Recd 26 Decr 1872

13th September 1871 and on the 16th October following it was discovered that some alterations were necessary to the watering arrangements.

3. In submitting the estimate, the Agent and Manager quotes as follows from a report of the Chief Engineer:-

"On 16 October last
"the Locomotive Superintendent
"wrote to me complaining of the
"quantity and the quality of the
"water obtainable from the well
"near the workshops at Porthmoor
"from which all engines had to
"be supplied, and suggested that
"a trial should be made of the
"well at the North-East end

"of the station. A pump was
"accordingly fitted up at this
"well and the water being
"found good and plentiful,
"Mr Wright in a letter dated
"7th February says, I would
"therefore recommend the
"erection of a tank house of
"such dimensions as well
"supply both the main line
"and Neilgherry Branch engines.
"It was at first
"intended that the tank at the
"new well should be placed
"at the same level as that
"near the workshops, but this
"being found inconvenient it
"was decided to introduce stop

"values as shown upon the plan,
"so that either tank could be
"used independently of the other.
"Piping 3¾" in diameter having
"been already laid from the workshop
"tank to the water column at C
"and engine shed at D. This
"size was adopted between D and
"F. Piping 6" diameter being
"used to connect the water
"columns at F and N with the
"new tank-house."

4. The opportunity has also been taken advantage of to revise the rates for the carriage of materials in accordance with the rate, viz: 5½ pie per ton per mile, sanctioned by Government in their

No. 1034 of the 22nd April 1872.

5. It will be observed that in the original estimate credit is taken for the cost of a pair of points and crossings which is omitted in the revised estimate. This is explained as follows by the Chief Engineer:—

"In the general estimate
"for District Keelghery Branch
"which was forwarded with my
"letter No. 603, dated 11th November
"1870 provision was made for a
"set of points and crossings, as
"at that time it was intended
"that the Branch should com-
"-mence at the Nogel Bridge,
"the South-West main line being

"made use of between the Bridge
"and Poothamoor Junction.

"In the revised
"estimate forwarded with my
"letter No 631, dated 24th November
"1871, this provision was omitted,
"as it had in the mean time been
"determined to carry the Branch
"into Poothamoor, with a separate
"piece of rails instead of running
"into the main line, as at first
"intended. It thus happens
"that at the time the estimate
"which accompanied my letter No
"460, dated 23rd August 1871 was
"prepared a set of points had
"been estimated for, which would
"not be required under the new

G.O. No 355 dated 6th Feby 1872.

Sanctioned as 27 M.R. of 1871-72. communicated in G.O. No 3044 of 21st Dec. 1871.

"arrangement then proposed, and
"credit was accordingly taken
"for the amount, (Rupees 463), as
"however this amount was not
"included in the revised general
"estimate for the Branch, no
"credit could be taken in the
"revised estimate under notice.

In consequence of
these changes in the estimate there
has also been a slight alteration
in the item of contingencies.

6. I recommend that
application be made to the Govern=
=ment of India for sanction to the
revised estimated expenditure of
Rupees 54,916, with a request that the

sanction may be communicated as early as possible. This will cancel sanction No. 27 M. A of 1871-72, communicated in G.O. No. 3046, dated 1st December 1871.

Funds are available from the provision made in Schedule B. in the Budget estimate for 1872-73.

I have the honour to be,

Sir,

Your most obedient Servant.

Madras 12 June 1872.

Lieut. Col. R.E.

Cons: Engineer for Railways

No. 1535

Ordered that these papers be forwarded to the Govt. of India.

No. 1536

The Secretary to the
Govt. of India.

Sir,

I am directed to forward the accompanying plans and revised estimate amounting to Rs. 54,916 for the works at the Poiha- ~~nhoi~~ or present Coimbatore Station on the Madras Railway.

S. D.

2 to Com Engineer
Dec 1/3/72

Rec'd 5th Feb 72.
Com Engr 6th Feb 72
Sec'y 22nd Feb 72

B.B. 1872 Feb 6.
Com Engr 6th Feb 72
Sec'y 22nd Feb 72

Rec'd 12th Mar 72
Com Engr 13th Mar 72
Sec'y 18th Mar 72

Rec'd 8th May 72

To Com Engr
Sec'y

Sec'y to Govt
Mil Dept

Ordered that the Estimate be returned to the Commanding Engineer for revision in accordance with the remarks of the Secretary to the Govt. of India.

No 1536

No 1535-1536 - 25 July 72

The original estimate of Rs. 52715 received the sanction of the Government of India in their letter dated 11th November 1871, No. 2294 R. It will be seen that in consequence of Complaints regarding the quantity and quality of the water of the well in the vicinity of the Pothanoor Workshop from which all Engines had to be supplied a trial was made of a well at the north east end of the Station, and that as the water there is both good and plentiful it is proposed to erect a Tank house for the supply

of both the main line and Nellgherry branch Engines.

The rate for the carriage of materials has been modified in accordance with that authorized by this Government to be adopted in April last, and, for the reasons explained in the Consulting Engineer's letter, the credit taken for the cost of a pair of points and crossing in the original estimate is omitted in that now submitted.

I am to request that the sanction of the Govt. of India to the amended estimate may

be communicated as early as possible.

Govt.

No. 2942

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Consulting Engr for Railways

and

To The Secretary to the Govt of India

Dated

Rcvd. Encl.

G. O. 25 June 1872. 1535-1538

Nos. 356-357 & 358

R. Chaurs Straits Pass.

Orders on a letter from the Engr for Rys submitting plans & estimates of the cost of certain works at the Pattamore station B. & C. Rys.

Forwarding plans & revised estimate for works at the station, Madras.

Desp. 1/7/72 with G.G. of G.O. 1535 of 1872 & 8 Encls.

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