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. 2259-60 Press Mis.
333-335.

Dated 24-9- 1872.

Not to be folded or roughly handled

No. 333. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 30th August 1872, No. 454 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th August 1872, No. 579.

With reference to your letter, No. 572, dated the 19th ultimo, and the Order of Government* which accompanied it, I have the honour to forward herewith, for the sanction of Government, revised estimates for alterations † and additions to waterway and raising gradient on the Neilgherry Branch Line, and for dwelling houses ‡ for Native Clerks at the Raichore Station, in which the carriage of material is shown at the rate of 4 Pies per ton per mile in accordance with G. O. No. 1,575 of 28th June 1872, and a separate charge entered for loading and unloading, no allowance being made for expenditure under these heads in the 4 Pies rate.

* No. 1,608, dated 4th July 1872.

† Rupees 9,738.

‡ Rupees 5,376.

2. In forwarding to me these revised estimates, the Chief Engineer remarks * as follows :—

* Letter No. 370, dated 8th August 1872.

"The rate for carriage of materials given in my estimates is strictly in accordance with the principles explained in my letter, No. 535, dated 10th October1870, in reply to letter No. 1,437-R., printed in G. O. No. 2,294 of 22nd September 1870, and tacitly agreed to by Government. These principles are as follow :—That all materials shall be charged for at the rate of 1 Anna 6 Pies per ton per mile with the exception of heavy materials carried at low traffic rates, this charge providing for all expenditure under the heads loading and unloading.

"At the date (17th February 1872) on which I submitted the estimates under notice, the tariff in force on the Madras Railway for girders was as under—

"Girders, iron (exceeding 20 feet), no less charge than for 3 tons per truck used, 3rd Class.

"Girders, iron (20 feet and under), no less charge than for 3 tons per truck used, 2nd ,,

"The rates for second and third classes being 14 Pies and 18 Pies per ton per mile respectively clearly do not come under the head of low traffic rates. This classification had been approved of by the Government only nine days before my estimates were prepared (*vide* G. O., No. 379, dated 8th February 1872,) so it may be presumed that it contained their latest wishes on the subject of rates.

"It seems scarcely fair, therefore, to return for correction, and with the remark 'a full explanation should be submitted showing how the rate has been arrived at' an estimate that was prepared strictly in accordance with the latest information available. It will, I hope, be conceded that it was impossible for me to foresee the intentions of Government with reference to the 4 Pie rate."

3. With regard to the block system of telegraph for the Salt Cotaur Branch alluded to in paragraph 2 of your letter under notice, I learn from the Chief Engineer that the question will be more conveniently dealt with when forwarding the plans and estimates for doubling the line to the new Central Station discussed at the Stores Committee meeting held on the 6th instant.

4. The required information as to provision in the Budget and the date on which the sanction will lapse is given in red ink on the face of the estimates.

SUBMITTED to Government, with reference to Order of Government, dated 4th July 1872, No. 1,608.

2. The rates for the carriage of materials have been reduced to the present sanctioned rate of 4 Pies per ton per mile, but a charge for loading and unloading has been entered under the impression that this service is not provided for in the 4 Pies rate. This is a mistake, and the charge against Capital should be withdrawn; the estimate will then stand as under—

	Rs.
Clerks' houses at Raichore	5,372
Alteration to Neilgherry Branch...	9,727

The Agent has been accordingly informed that these amounts are sanctioned under the authority of the Government of India conveyed in their letter of the 8th June, No. 771 G. R.

3. With reference to paragraph 2 of the letter from the Government of India, embodied in the Order of Government, No. 1,608 of 4th July last, I have the honour to explain that the Order of Government regarding the adoption of the 5 Pies rate for the carriage of materials had not been received at the time when the estimates referred to were framed, and the tariff charges for the conveyance of railway material were, therefore, entered in the estimates.

4. I hope shortly to be in a position to submit proposals for the apportionment, between Capital and Revenue, of the charges for the alterations at the Salt Cotaur Junction, as called for in paragraphs 3 and 4 of the Government of India letter.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 334. ORDER THEREON, 24th September 1872, No. 2,259.

RAILWAY, No. 61.

ORDERED that this letter be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 335. (DOCKET No. 2,260, dated 24th September 1872.)

FORWARDED to the Government of India, with reference to paragraph 2 of their Secretary's letter, No. 771 G. R., dated 8th June 1872. The information called for in paragraphs 3 and 4 will be submitted on its receipt from the Consulting Engineer.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

Encl. No. 579.

MADRAS RAILWAY. 34

AGENT AND MANAGER'S OFFICE.

Madras, 14th August 1872.

From

R. D. Elwin Esqre

Agent and Manager of the M. R. Co.

To

Lt Col. J. H. M. Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

With reference to your letter No. 572 dated the 19th ultimo, and the Order of Government which accompanied it, No. 1608 dated 4th July 1872, I have the honour to forward herewith for the sanction of Government revised Estimates for alterations and additions to Waterway and raising gradient on the Neilgherry Branch Line, and for Dwelling Houses for Native Clerks at the Raichore station, in which the carriage of material is shewn at the rate of 4 pies per ton per mile in accordance with G. O. No. 1575 of 28th June 1872, and a separate charge entered for loading and unloading, no allowance being made for expenditure under these heads in the 4 pies rate.

Rs. 9,738.

Rs. 5,376.

2. In forwarding to me these revised Estimates, the Chief Engineer remarks as follows:

"The rate for carriage of materials given in my Estimates is strictly in

Letter No. 370. 8th Augt 1872.

"accordance with the principles explained
"in my letter No. 533 dated 10th October 1870,
"in reply to letter No. 1437 R. printed in
"G. O. No. 2294 of 22nd September 1870, and
"tacitly agreed to by Government.
"These principles are as follows. that
"all materials shall be charged for
"at the rate of 1 anna 6 pie per ton
"per mile with the exception of heavy
"materials carried at low traffic
"rates - this charge providing for all
"expenditure under the heads loading
"and unloading.

"At the date (17th February 1872)
"on which I submitted the Estimates
"under notice the tariff in force on the
"Madras Railway for girders was as
"under.

"Girders Iron (exceeding 20 feet) no less charge than for 3 tons per truck used	Class 3
"Girders Iron (20 feet and under) no less charge than for 3 tons per truck used	2

"the rates for 2nd and 3rd classes being
"14 pies and 18 pies per ton per mile
"respectively clearly do not come under
"the head of low traffic rates. This
"classification had been approved
"of by the Government, only nine
"days before my Estimates were

MADRAS RAILWAY.

From

The Agent and Manag

To

The Consulting Engineer

for Railwa

Dated 186

Recd.

No.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated 186 .

Rec^d.

No.

Case of the Estimates.

I have the honour to be
Sir
Your most Obedient Servant

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

P. R. 4232/1872-3.

Dated 14th August 1873.

Read 15.

No. 5720.

Submitting for the orders of Government a letter from the Consulting Engineer attaching his estimate for the alteration and widening of Waterway and Lowering Gradient in the Kullgherry Branch, and for Quelling Stones for the Ootacamund Station Platforms.

No 4534

Submitted to Government with reference to Order of Government dated 4th July 1872 No 1662

2 The rates for the carriage of materials have been reduced to the present sanctioned rate of 4 pies per ton per mile but a charge for loading and unloading has been entered under the impression that this service is not provided for in the 4 pies rate. This is a mistake and the charge against Capital should be withdrawn: the estimate will then stand as under:—

Clerks' houses at Raichore Rs 5372—

Alteration to Kullgherry branch " 9727

The

The Agent has been accordingly informed that these amounts are sanctioned under the authority of the Government of India conveyed in their letter of the 8th June No 797, G.R.

3 With reference to paragraph 2 of the letter from the Government of India, embodied in the Order of Government No 1608, of 4 July last, I have the honour to explain that the Order of Government regarding the adoption of the 5 pies rate for the carriage of materials had not been received at the time when the estimates referred to were framed, and the tariff charges for the conveyance of railway materials were therefore entered in the estimates.

4 I hope shortly to be in a position to submit proposals for the apportionment between Capital and Revenue, of the charges for the alterations at the Salt Cotaur Junction, as called for in paragraphs 3 and 4 of the Government of India letter.

I have &c

Lieut Coll R.E.

Madras
30 Augt
1872

Cons Engr for Railways

To

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

No 2259 Q.R. Dept.

Pro: of the Madras Govt.

Read the following:

From the Mg Dirs, Ry: U.K. No 457 dd 30th Aug 72

Ordered that

this letter be forwarded

to the Government of

India.

2260.

Docket No 5

Forwarded to

the Government of

India with reference

to para 2 of their

Secretary's letter No 771

G.R. dated 8th June

1872

To the Con: Engr

for Railways

Desp: 30/9/72

P.P. 1872 Abstract.

Railway Letters Rec'd

From Madras Govt

Relating to Railways

Rec'd 30th Sept 1872

Pub'd

To

The Secretary to Govt

Public Works Dept

Dated 30th Sept 1872

Rec'd 2nd Oct

Pub'd

No 2259

Communicating with

reference to a

letter from Govt

of India No 771

dated 8th June

1872 on the

subject of the

Branch Line

No 2259 - 2260 - 24 - 2

1872. The information called for in paras N:1 will be submitted on its receipt from the Consulting Engineer.

Govt.

Ch 47

Govt. of [1872] Madras.

PUBLIC WORKS.

To

The Consulting Engineer for Railways

Dated

Recd.

Encl.

G. O. 24 Sept. 2259-2261

Nos. 333 @ 335

Nilgherry Branch Line & the Raichore Station - Passing orders on the letter from the Chief Engr. submitting with remarks revised Estimates for certain alterations & additions to the lowering & raising gradients on the Nilgherry Branch Line - dwelling houses for Native Asst at the Raichore Station on the Madras Ry -

Desp. 30/9/72. with three Estimates

X

⊕

85 Encls recd with G.O. No. 2581 2 Nov/72.

Rec'd 8/11/72.

Encls returned Cor 11 8