M.R.O. I—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. 239, 240, 241	2935-36	Press / Mis.
Dated	11.12.	1872.

Not to be folded or roughly handled

No. 239. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th November 1872, No. 609 :—

Upon the 10th April last I submitted an application* from the Agent of the Madras Railway Company for sanction to an estimated expenditure of Rs. 15,167 in altering and adding to the Salt Cotaur Branch in connection with the new terminal station at Madras.

* *Vide* G. O., dated 14th May 1872, No. 1,252.

2. The estimate in question was returned* by the Government of India along with two others which accompanied it, with a request for further additional information and explanation. With reference to the other estimates this was submitted† upon the 30th August 1872; but as regards the estimate for the Salt Cotaur Branch, it was explained by the Agent that the question would be more conveniently dealt with when forwarding the plans and estimates for doubling the line leading to the new passenger terminus.

* *Vide* G. O., dated 4th July 1872, No. 1,608.

† *Vide* G. O., dated 24th Sept. 1872, No. 2,259.

3. This building, as the Government are aware, has for some time been almost ready for the accommodation of the public; so recently as the 25th March last the Railway Authorities* stated that they would be ready to open it upon the 1st June. I have had several discussions of late with the Railway Authorities upon the subject, as it is of importance that the public should, as soon as possible, have the advantage of a work for which they have paid so heavily. During July last the Traffic Manager brought forward a proposal that the double line of rail now in existence between the main line and the goods terminus at the Salt Cotaurs should be extended to the new passenger terminus; and he stated his opinion that it would be inexpedient, if not actually unsafe, to open the terminus to the public until the doubling of the line leading to it had been completed.

* *Vide* G. O., dated 15th April 1872, No. 976.

4. I have the honour now to submit a letter* from the Agent of the Madras Railway Company, giving cover to an estimate, amounting to Rupees 76,217, which provides for all the work now considered necessary in connection with the opening of the new terminus. This estimate supersedes the previous one which amounted to Rupees 15,167, and provides for doubling the line of rail between the goods and passenger termini, a distance of about sixty-four chains, including the bridge of four 64 feet openings over Cochrane's Canal. It also provides for the necessary additions to the electric telegraph.

* No. 744, dated 15th October 1872, with enclosures.

5. I have had several opportunities of discussing this matter with the Railway Authorities, and the Traffic Manager has satisfied me that it would be inexpedient to attempt to work this part of the line until it has been doubled. His reasons for making the recommendation are briefly stated in a letter* which is submitted by the Agent. It is greatly to be regretted that the proposal was not brought forward long ago. The opening of the new terminus has already been

* No. 0—19,843, dated 22nd July 1872.

delayed for five months on this account, and the whole delay will probably not be much short of a year.

6. The amount of the estimate submitted by the Agent is Rupees 76,217, but it contains some items which, in my opinion, ought to be struck out. Charges for "loading and unloading," amounting to Rupees 232-4-6, have been entered; but, as explained by me* on the 30th August, the 4 Pies rate was intended to include all charges for service which had previously been performed by the traffic department; and the "loading and unloading" charges should, therefore, be omitted. Contingencies at 10 per cent. on carriage of materials have also been struck out, and this item reduced by Rupees 47-12-10. Under the head "Carriage of materials" the distance has been taken to be thirteen miles, whereas the distance from Royapooram to the new passenger terminus is only four and a half miles and the materials will be delivered short of the terminus. In the Agent's letter of the 23rd instant, it is explained that the distance of thirteen miles has been entered in the estimate, because that is the distance from Madras to Avady, the nearest goods station to Madras. If any charge is to be made for conveying the material from one part of Madras to another, it should certainly be limited to the charge for the actual distance traversed, and this item has been accordingly reduced by Rupees 95-11-8.

* *Vide* G. O., dated 24th Sept. 1872, No. 2,259.

No. 774, with enclosure.

7. These reductions will bring the gross amount of the estimate down to Rupees 75,841-3-0, and for that sum I request that the sanction of the Government of India may be obtained.

8. Of the total amount of the estimate it is proposed to charge Rupees 734 to Revenue. The Chief Engineer states that the permanent-way material saved at the junction will be utilized on the double portion of the line, and that the proportional part of the cost of labour will be the only item chargeable to Revenue. This, as mentioned before, amounts to Rupees 734, and out of the remainder, Rupees 75,107-3-0, the Railway Authorities propose to incur expenditure to the extent of Rupees 15,000 only during 1872-73, obtaining funds from the provision for "unforeseen requirements" in the Budget-Estimate.

Schedule B.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 15th October 1872, No. 744.

I HAVE the honour to forward herewith two plans and an estimate of the cost of doubling the line between the Salt Cotaur Branch and new Central Station, and of other works connected therewith, and to request that you will be good enough to communicate to me the sanction of Government for the necessary expenditure, namely, Rupees 76,217.

Nos. 947 and 948 (in duplicate).

2. I also enclose, for your information, copy of a letter* from the Traffic Manager in which he fully explains the necessity for carrying out the works above-mentioned.

* No. C 0-19,843, of 22nd July, to the Chief Engineer.

3. The Chief Engineer states that the principal differences to be noted between the estimates now forwarded and those which they are intended to supersede are—

Provision for double line.
Provision for extra signal at junction with main line.
Alterations in telegraph estimate (including provision for Morse and Needle Instruments).
Alteration in rates for carriage of materials.
Omission of provision for platform signal.

4. With reference to paragraph 3 of the letter from the Government of India which is embodied in G. O., No. 1,608, dated the 4th July last, Mr. Anderson explains that the estimated expenditure mentioned includes provision for seven lines of wires for ordinary telegraphic communication in addition to the instruments and wires specially intended for use in connection with the block system.

Received with your No. 572, dated 19th July.

5. With regard to the apportionment of the charges between Capital and Revenue, noticed in paragraph 4 of the letter from the Government of India, the Chief Engineer observes as follows:—

"I beg to point out that, under the arrangement now proposed, the permanent-way material saved at the junction will be used up on the doubled portion of the line, and that the proportional part of the cost of labour, which is the only item chargeable to Revenue, is shown in a list attached to the estimate. In the same list I have shown the proportion of the cost chargeable to Revenue for works at the junction with the Salt Cotaur siding. These allocations of charges have been given separately, as I considered that if embodied in the estimate they would make the latter needlessly complicated."

6. It is proposed to meet the expenditure from the head of "Unforeseen requirements" in the Budget allotment 1872-73, thus—

Unforeseen requirements, 1872-73.	Budget Allotment.	Already Charged.	Proposed Expenditure.	Balance available.
	RS.	RS. A. P.	RS.	RS. A. P.
.....				
Works required on the Salt Cotaur Branch and new Central Station	71,845	47,742 10 11	 15,000	..... 9,102 5 1

7. It will be seen that the column "to be expended departmentally" in the estimate shows Rupees 30,984-7-2, of which Rupees 734 is chargeable to Revenue, and out of the remainder, Rupees 30,250-7-2, the Chief Engineer proposes to incur expenditure to the extent of Rupees 15,000 only during the current official year.

8. The date on which the sanction is to lapse is shown upon the estimate.

From the Traffic Manager, to the Chief Engineer of the Madras Railway Company, dated Madras, 22nd July 1872, No. C. 0-19,843.

THE subject of working the Salt Cotaur Branch on the opening of the Central Station has engaged much of my attention, and after very careful consideration I have no hesitation in strongly recommending that the double line, now in existence between the main line and the goods shed, should be extended to the Central Station.

2. My reasons for making this recommendation are these—

1*st*.—That there will be no less than twenty-eight ordinary trains or engines (exclusive of special and extra trains) working in and out of the Central Station daily, between the hours of 5-25 A.M. and 7-45 P.M., at intervals of from 10 minutes to 2 hours.

2*nd*.—That any disarrangement of trains on the main line must necessitate very serious alteration of the time-table on the Salt Cotaur Branch between the goods shed and the Central Station, unless the double line is made.

3*rd*.—That these alterations would impose upon the officer in charge a much greater responsibility than it is possible to expect him to fulfil with justice to himself or to the interests of the public and the Company ; for it must be borne in mind that the slightest omission or forgetfulness of a single train or engine would be attended with certain delay.

3. The introduction of the block system, as originally proposed, properly carried out, would prevent accident, but it would in no way prevent delay which must follow an omission to alter the meeting points of engines or trains, and with twenty-eight trains or engines daily such a contingency is very possible.

4. A double line all the way between the junction with the main line at Veysarpaudy and the Central Station would not only simplify the working of trains, but would also save some part of the expense of the block system, which might then be confined to that portion of the branch situated between the Veysarpaudy junction and the salt siding, leaving the Elephant Gate crossing to be protected by a "call" bell between the Central Station and the gate, and between the gate and the goods shed junction.

5. Pending the transfer of the running engine stables, which I believe is in contemplation, from Royapooram to the Salt Cotaurs, instead of replacing the present temporary sheds at Royapooram with permanent buildings, I would recommend that one of the present telegraph lines of wire between the junction and Royapooram should be converted into a "station to station" wire, and a block instrument fixed at both ends.

6. Under any circumstances the signal offices at the Elephant Gate crossing, at the goods shed junction, and at the main line junction, together with all the fixed signals, will be required.

7. he Tenclosed time-table shows the number and time of ordinary trains in and out of the Central Station under the present service of trains.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 23rd October 1872, No. 774.

With reference to your letter No. 851 of the 17th instant, I have the honour to enclose you a copy of the Chief Engineer's letter No. 490 of the 22nd idem, in which explanation is offered as to the mileage shown in the estimates for works at the new Central Station in respect to the carriage of materials.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 22nd October 1872, No. 490.

Consulting Engineer's letter No. 851, dated 17th instant.

The rate from Madras to Avady, which is the first goods station on the line, being the same as that for the distance sanctioned by Government as the minimum to be charged for, the Avady rate has been hitherto charged for all materials sent to the new Central Station, and the distance from Madras to Avady (13 miles) entered in the estimates.

2. Omitting fractions of an anna, as is the sanctioned practice, the charge for twelve miles, at the new 4 Pies rate, is the same as that for thirteen miles, namely, 4 Annas per ton in each case ; I have, therefore, in the absence of any special instructions with respect to the distance to be estimated for, when the actual distance is less than the sanctioned minimum, followed, in the estimate under notice, the established precedent.

Proceedings of the Madras Government, Public Works Department,
11th December 1872.

No. 240. Order thereon, 11th December 1872, No. 2,935.

RAILWAY, No. 47.

His Excellency the Governor in Council cannot but regard as unsatisfactory the submission of a supplemental estimate for additional expenditure in support of which no grounds are advanced, which it would appear should not have been known to the Railway Authorities when forwarding the original designs.

2. The Consulting Engineer will request the Agent of the Madras Railway to explain the omission of the work now said to be essential for the safe working of the line in the original and subsequent estimates that have been laid before Government.

3. The estimate will be forwarded for the sanction of the Government of India.

(Here enter No. 2,936, dated 11th December 1872.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 11*th December* 1872.

No. 48.

No. 2,936.

To

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

RAILWAY, No. 48.

SIR,—I am directed to forward, for the approval and sanction of the Government of India, the accompanying plans and estimates for work necessary in connection with the opening of the new Central Station of the Madras Railway.

2. In Government of India letter No. 771 G. R., dated 8th June 1872, an estimate, amounting to Rupees 15,167, for "alterations and additions on the Salt Cotaur Branch and new Central Station," received sanction, this estimate will be superseded by that which I have now the honour to forward; the necessity for which is explained in the enclosures. As it is now considered by the Railway Authorities, and as the Consulting Engineer is satisfied that it would be inexpedient, if not unsafe, to open the station until the arrangements provided for in the accompanying estimate have been carried out, I am to request that this expenditure, amounting to Rupees 75,841-3-0, may receive early sanction.

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

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

50

No. 744

Madras Railway Company
Madras 15th October 1872

From

Robert B. Elwin Esqre
Agent & Manager, M. R. Co.

To

Lt Col. J. Hall. Chas Stewart C, R.E
Consulting Engineer for Rys.

Sir,

I have the honour to forward herewith two Plans and an Estimate of the cost of Doubling the Line between the Salt Cotaur Branch and New Central Station, and of other works connected therewith, and to request that you will be good enough to communicate to me the sanction of Government for the necessary expenditure viz^t Rs. 76217-"-.

No. 947 & 948 (in duplicate)

2. I also enclose for your information, copy of a letter from the Traffic Manager in which he fully explains the necessity for carrying out the works above mentioned.

No. 19843 of 22 July to the Chief Engineer

3. The Chief Engineer states that the principal differences to be noted between the Estimates now forwarded and those which they are intended to supersede are

Provision for double line

Provision for extra Signal at Junction with main line.

Alteration in Telegraph Estimate (including provision for Morse and Needle instruments)

Alteration in rates for Carriage of materials.

Omission of provision for Platform Signal.

4. With reference to paragraph 3 of the letter from the Government of India which is embodied in G. O. No. 1608 dated the 4th July last, Mr Anderson explains that the estimated expenditure mentioned includes provision for seven lines of wires for ordinary telegraphic communication in addition to the instruments and wires specially intended for use in connection with the block system.

Received with your No. 572 Dated 19th July.

5. With regard to the apportionment of the charges between Capital and Revenue noticed in paragraph 4 of the letter from the Government of India, the Chief Engineer observes as follows:

"I beg to point out that under the "arrangement now proposed the permanent "way material saved at the Junction will "be used up on the doubled portion of the "line and that the proportional part of "the cost of labour which is the only item "chargeable to revenue is shewn in a list "attached to the Estimate. In the same

"but I have shewn the proportion of the
"cost chargeable to revenue for works at
"the junction with the Salt Colaur Riding.
"These allocations of charges have been
"given separately as I considered that
"if embodied in the Estimate they would
"make the latter needlessly complicated."

6. It is proposed to meet the expenditure from the head of Unforeseen Requirements in the Budget Allotment 1872-73 thus:

Unforeseen Requirements 1872-73 -	Budget Allotment	Already Charged	Proposed Expenditure	Balance available
	71,845	47,742-10-11		
To be required on the Salt Colaur Branch and New Central station			15,000	9,102-5-1

7. It will be seen that the Column "to be expended departmentally" in the Estimate, shews Rs. 30,984.7.2, of which Rs. 734 is chargeable to Revenue, and out of the remainder Rs. 30,250.7.2, the Chief Engineer proposes to incur expenditure to the extent of Rs. 15,000 only during the current official Year.

8. The date on which the sanction will lapse is shewn upon the Estimate.

I have the honour to be
Sir
Your most obedient Servt

Agent & Manager

WMW

Madras Railway.

C/19843.

Traffic Manager's Office
Madras 22d July 1872.

To

The Chief Engineer
Madras Railway Company

My dear Sir,

The subject of working the Salt Chatram Branch on the opening of the Central Station has engaged much of my attention, and after very careful consideration I have no hesitation in strongly recommending that the Double Line now in existence between the Main Line and the Goods shed, should be extended to the Central Station.

2. My reasons for making this recommendation are these: 1st. that there will be no less than 28 Ordinary trains viz: Buyers (exclusive of special and extra Trains) working in and out of the Central Station daily between the hours of 5.25 Mails and 7.45 Mail at intervals of from 10 Minutes to 2 hours.

2d. That any disarrangement of Trains on the Main Line must necessitate very serious alteration of the Time Table on the Salt Chatram Branch between the Goods shed and the Central Station, unless the Double Line is made.

3d that these alterations would impose upon the Officers in charge a

Madras Railway

From

The Agent & Chief Traffic Manager

To The Chief Engineer

Dated 15th October 1872

Rec'd. 16. "

C/19744

Transmitting two plans and an Estimate of the cost of making the Double Line between the Goods shed and Central Station Madras and requesting to be favoured with the Chief Engineer's opinion of the necessity of the proposed alteration.

By Rupees 76,217-4-6

P.W. 55791/2.

much greater responsibility than it is possible to expect him to fulfil with justice to himself or to the interests of the Public and the Company, for it must be borne in mind that the slightest omission or forgetfulness of a single Train or Engine would be attended with certain delay.

3. The introduction of the Block system; as originally proposed, properly carried out, would prevent accident, but it would in no way prevent delay which must follow an omission to allow the meeting Points of Engines or Trains, and with 28 Trains or Engines daily such a Contingency is very possible.

4. A double line all the way between the Junction with the Main Line at Veppanpandy and the Central Station would not only simplify the working of Trains, but would also save some part of the expense of the Block System, which might then be confined to that portion of the Branch situated between the Veppanpandy Junction and the Salt Siding, leaving the Elephant Gate Crossing to be protected by a "Call" Bell between the Central Station and the Gate, and between the Gate and the Goods shed Junction.

5. Pending the transfer of the Running Engine stables, which I believe is in contemplation, from Royapooram to the Salt Cotaurs, instead of replacing the present temporary sheds at Royapooram with permanent Buildings, I would recommend that one of the present telegraph lines of wire between the Junction and Royapooram should be converted into a "station to station" wire, and a Block instrument fixed at both ends.

6. Under any circumstances the Signal officers at the Elephant Gate Crossing, at the Goods-shed Junction and at the Main Line Junction together with all the fixed Signals will be required.

7. The enclosed Time Table shows the number and time of Ordinary Trains in and out of the Central Station under the present service of Trains.

Yours faithfully
(Sd) H. S. Blewett
Traffic Manager

(True Copy)
(Sd) Beresford Anderson
Chief Engineer

(True Copy)

Agent & Manager

No. 774

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 23rd October 1872

From Robert B. Elwin Esquire

Agent and Manager. of the M. R. Company

To Lieutt. Colonel J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways.

Sir,

With reference to your letter No 854 of the 17th instant I have the honour to enclose for a copy of the Chief Engineer's letter No 490 of the 22nd idem in which explanation is offered as to the mileage shewn in the Estimates for works at the New Central Station in respect to the Carriage of materials.

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

Agent and Manager

Madras Railway Company
Chief Engineer's Office
Madras 22nd October 1872

№ 490

The Agent and Manager

Dear Sir

Consulting Engineer's letter № 851 dated 17th instant.

The rate from Madras to Avady, which is the first goods station on the line, being the same as that for the distance sanctioned by Government as the minimum to be charged for, the Avady rate has been hitherto charged for all materials sent to the New Central station & the distance from Madras to Avady (13 miles) entered in the Estimates.

2. Omitting fractions of an anna, as is the sanctioned practice, the charge for 12 miles, at the new 4 pies rate, is the same as that for 13 miles, namely, 4 annas per ton in each case, I have therefore in the absence of any special instructions with respect to the distance to be estimated for, when the actual distance is less than the sanctioned minimum, followed in the Estimate under notice, the established precedent.

Yours faithfully
(Signed) Beresford Anderson
Chief Engineer

True Copy

Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 23rd Oct. 1872
Recd. 24th " "

No. 774

Forwarding copy of A.D. Engineer's letter forwarding application for sanction to the purchase of land at Nolambur for the new Central station, with plan & statement of area & value of land required.

P.W.S. 5219/72.

P. W. 5348/72

23

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE.

No. 609-

From Lieut Colt I. H. M. Shaw-Stewart R.E.

Consulting Engineer for Railways,

To Colonel J. W. Walker R.E.

Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

Upon the 10th April last I submitted an application[x] from the Agent of the Madras Railway Company for sanction to an estimated expenditure of ~~Rs~~ £15,167 in altering and adding to the Salt Cotour branch, in connection with the new terminal station at Madras.

2

[x] Vide G.O. dated 14th May 1872. No. 1252.

The estimate in question was returned[x] by the Government of India along with two others which accompanied it, with a request for further additional information and explanation. With reference to the other estimates this was submitted[x] upon the 30th August 1872; but as regards the estimate for the Salt Cotaur branch it was explained by the Agent that the question would be more conveniently dealt with when forwarding the plans and estimates for doubling the line leading to the new passenger terminus.

[x] Vide G.O. dated 4th July 1872 No. 1608

[x] Vide G.O. dated 24th Sept 1872 No. 2259.

This building, as the Government are aware has for some time been almost ready for the accommodation of the public: so recently as the 25th March last the Railway authorities[x] stated that they would be ready to open it upon the 1st June. I have had several discussions of late with the Railway authorities upon the subject, as it is of importance that the public should as soon as possible have the advantage of a work for which they have paid so heavily. During July last the Traffic Manager brought forward a

[x] Vide G.O. dated 15th April 1872 No. 976.

a proposal that the double line of rail now in existence between the main line and the goods terminus at the Salt Cotaurs should be extended to the new passenger terminus; and he stated his opinion that it would be inexpedient, if not actually unsafe, to open the terminus to the public until the doubling of the line leading to it had been completed.

4. I have the honour now to submit a letter[x] from the Agent of the Madras Railway Company, giving cover to an estimate amounting to Rs 76,217, which provides for all the work now considered necessary in connection with the opening of the new terminus. This estimate supersedes the previous one which amounted to Rs 15,167, and provides for doubling the line of rail between the goods and passenger termini, a distance of about 64 chains, including the bridge of four 64 feet openings over Cochrane's Canal: It also provides for the necessary additions to the electric telegraph.

[x] No 7446 dated 15 October 1872 with enclosures.

5. I have had several opportunities of discussing this matter with the Railway authorities

Authorities, and the Traffic Manager has satisfied me that it would be inexpedient to attempt to work this part of the line until it has been doubled. His reasons for making the recommendation are briefly stated in a letter[x] which is submitted by the Agent. It is greatly to be regretted that the proposal was not brought forward long ago. The opening of the new terminus has already been delayed for 5. months on this account; and the whole delay will probably not be much short of a year.

6. The amount of the estimate submitted by the Agent is Rs 76,217, but it contains some items which in my opinion ought to be struck out. Charges for "loading and unloading", amounting to Rs 232-4-6 have been entered; but, as explained by me[x] on the 30. August, the rate was intended to include all charges for service which had previously been performed by the Traffic department; and the "loading and unloading" charges should therefore be omitted. Contingencies at 10 per cent on carriage of materials have also been struck out, and this item reduced by Rs 47-12-10

Under

[x] No 1 of 19 Aug 43 dated 22 July 1872.

[x] Vide G.C. dated 24 Sept 1872 — No 2259.

Under the head "carriage of materials" the distance has been taken to be 13 miles, whereas the distance from Royapooram to the new passenger terminus is only 4½ miles and as the materials will be delivered short of the terminus. In the Agents letter of the 23rd instant it is explained that the distance of 13 miles has been entered in the estimate because that is the distance from Madras to Avady, the nearest goods station to Madras. If any charge is to be made for conveying the material from one part of Madras to another, it should certainly be limited to the charge for the actual distance traversed.

No. 771 with enclosure

and

5-

31.

and this item has been accordingly reduced by Rs 95-11-8.

7 These reductions will bring the gross amount of the estimate down to Rs 75,841-3-0 and for that sum I request that the sanction of the Government of India may be obtained.

8. Of the total amount of the estimate it is proposed to charge Rs 7,314 to Revenue. The Chief Engineer states that the permanent way material saved at the junction will be utilised on the double portion of the line, and that the proportional part of the cost of labour will be the only item chargeable

to

to Revenue. This, as mentioned before, amounts to Rs 7,314, and out of the remainder Rs 75,107-3-0, the Railway Authorities propose to incur expenditure to the extent of Rs 15,000 only during 1872-73, obtaining funds from the provision for "unforeseen requirements" in the Budget estimate. Schedule B.

I have the honour to be,

Sir,

Your most Obed Servant.

Lieut Colonel R.C.

Cons Engr for Railways

Rd 15 Nov 1872 No 2917-812
" 21 " " 2995
" 4 Dec " 3176-77
" 20 " " 3385-835

No 2285

Madras 22 Nov 1872

No 2936 Dated 15th Nov 1872.

P.W. 1872. Railway Department. Proceedings for Nov 1872. No 5579.

From

The Consulting Engineer for Railways,

To

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

Dated 15th Nov 1872.
Recd. 23rd "

No. 16.

Submitting letter received from the Agent Carnatic Railway Company & the accounts for the 2nd Quarter of 1872 & requesting sanction to the estimate which includes provision for all the works now considered necessary to complete the undertaking.

Note.

Beg to submit for orders the accompanying list of sanctions that have from time to time been accorded by the Madras Government to works for which funds were provided in the Budget Estimate. The Central Station.

It will be observed that the ground advanced for the present supplemental estimate is that of the number of

If owned lease raised lease if the Consulting Engineer had ascertained & reported how these special items came to be omitted from

of trains" which I believe has to no great extent, if at all increased since the original estimate was submitted. In a matter of this kind the Consulting Engineer is entirely in the hands, (as indeed are the Agent and Chief Engineer) of the Traffic Manager who is invariably consulted before the amount of accommodation is settled. The omission of an item now declared essential to the safe working of the line ought I think not

not to pass unnoticed.-

Yours truly

(8)

No 5579

No 2935 P.W.D.

Proceedings of the Madras Govt.

Read the following

From

The Consulting Engineer for Railways (H. E. No. 609 dy. 12th Novr/72)

His Excellency

the Governor in Council

cannot but regard as

very unsatisfactory the

submission of a Supple-

mental Estimate for

additional expenditure

in support of which, no

grounds whatever are

advanced, which, it

would appear, were

not

R.C

9.1

? Should not have been known

RC. 27 Nov/72 D. 29
to 22nd Nov/72 D. 24

were not known to the Railway Authorities when forwarding the original designs.

The Consulting Engineer will upon request call upon the Agent of the Madras Railway to explain any explanation that may be available in justification of the omission of the work now said to be essential for the safe working of the line, in the original and subsequent Estimates that have been laid before Government.

The Estimate will be forwarded for the sanction of the Government

Government of India.

14

39

36

To the Chief Engr

Desp. 13/12/72.

41

No 2936

From

The Secretary to the
Government of India.

Sir,

I am directed to forward
for the approval and
sanction of the Govern-
-ment of India the ac-
-companying plans and
Estimates for work necessary
in Connection with the
opening of the new Central
Station of the Madras
Railway.

The Government of India
letter

letter No 771. G.R. dated 8th June 1872, an estimate amounting to Rs. 15.164 for "alterations and additions on the Salt & Cutch Branch and new Central Station" received sanction, this estimate will be superceded by that which I have now the honor to forward; the necessity for which is explained in the enclosures. As it is now considered by the Railway Authorities and the Consulting Engineer is satisfied, that it would be more expedient if not unsafe to

to open the Station until the arrangements provided for in the accompanying estimate have been carried out. I am to request that this expenditure amounting to Rs. 75.641.3.0 may receive early sanction.

O.H.S.

for orders

It is submitted, The: I would draw the attention of Govt of India at once: ther the above letter shall be sent adding that the Railway: ter shall be sent authorities have been at once & reminded: called on to explain: ing in obtaining the omission of important: sanction for the Es: items in the original: timates or whether it should be kept back till explanation of the cause of delay in submitting the supplemental Es: timate shall have been afforded by the Railway Agent.

Gore
19.11.72

I would rather wait: ther it should be: alternate route should: kept back till the be reported upon by the Railway Agent Consulting Engineer

Gore
19.11.72

Forwarding for
Sanction an Estimate
of Rs. 75,841-3-4 for
work necessary in
connection with the opening
of the new Central Station
of the Madras Railway-

Desp. 13/12/72 with
2 plans, 10 Estts + 7 Cop.
of Govt 2935 of 1872-

Rs 22 Nov/72 Rs 29

Cp. 5579

Govt. of India.

PUBLIC WORKS.

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

Dated

Recd. Encl. 4

G. O. 11th Dec 1872. No. 2935-2936.

Nos. 139-240 & 241

New Central Station of the Madras Railway

Passing orders on a letter from the Consulting Engineer for Railways submitting an Estimate of Rs. 76,217 for work necessary in connection with the new Central Station of the Madras Railway.

Forwg