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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1440-41	Press
B.P. No.		Misr
Dated	2. 6	195
		1874

Not to be folded or roughly handled

No. 15. Read the following letter from Lieutenant-Colonel J. H. M SHAW-STEWART, R.E., Consulting Engineer for Railways to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 11th May 1874, No. 276:—

In my letter, * No. 638, dated 28th November 1873, I stated, as an argument in favour of replacing the wooden telegraph posts on the South-West Line of the Madras Railway with iron standards, that all the material required for the purpose was in store at Madras; and, as the sanction† of the Government of India to the use of iron standards for renewals on the section between Vellore and Beypore may have in some measure resulted from that statement, I have to explain that it was founded upon paragraphs 6 and 7 of the letter‡ from the Agent of the Madras Railway Company, dated the 26th June 1872, No. 445, in which that officer applied for authority to complete at once the renewals with iron standards on the South-West Line, stating that there were then in stock “all the materials which will be required for the construction of a telegraph line on the Neilgherry branch, and also for the renewals on the South-West Line.” Mr. Elwin however now explains that he did not mean that there was in store “sufficient stock entirely to replace the wooden posts throughout the South-West Line, but that the supply on hand would enable them to construct the line on the Neilgherry branch without running any risk of being unable to effect such urgent renewals (such as are referred to in paragraph 5 of the same letter) as might occur prior to the sanction of the Government of India being accorded to the use of iron standards throughout from Madras to Beypore.”

2. I have now the honour to lay before Government an estimate, amounting to Rupees* 1,33,441, being the cost of renewing with iron standards 244 miles of the South-West Line of the Madras Railway between Vaniembady and

*Eng.	...	...	...	...	1,16,605
Ind.	...	...	...	...	16,836

Puttamby, and in doing so I have to explain that the whole of the material required for this section will have to be procured from England. Looking however to the comparative figures given by the Chief Engineer in his letter,† No. 781, dated

† Procs. of Govt., 8th Jan. 1874, No. 27. the 22nd November 1873, there can be doubt that the use of iron standards will result in considerable economy, and I therefore recommend that the estimate be forwarded to the Government of India for their favourable consideration.

3. Of the total expenditure, it is proposed to charge Rupees 72,293 to Capital and Rupees 61,143 to Revenue. Funds to meet the Capital expenditure are available from the provision for “stores” in the budget estimate for 1874-75, and the sanction will lapse at the end of the eighth quarter from the date of its receipt.

*Proceedings of the Madras Government, Public Works Department,
2nd June 1874.*

No. 16. ORDER THEREON, 2nd June 1874, No. 1,440.

RAILWAY, No. 3.

ORDERED that these papers be forwarded for the consideration of the Government of India.

(Here enter No. 1,441, dated 2nd June 1874.) •

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, June 2, 1874.

No. 17.

No. 1,441.

From

COLONEL G. W. WALKER, R.E.,

Secretary to the Government of Madras,

Public Works Department.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA.

Public Works Department.

RAILWAY, No. 4.

SIR,—In your letter, No. 313 G.R., dated 9th February 1874, the sanction of the Government of India was conveyed

to the renewal with iron standards of the telegraph line on the section of the Madras Railway between Vellore and Beypore under the impression that all the materials required for the work were already in stock, as would appear from the papers submitted with my letter, No. 1,879, dated 8th August 1872. The Consulting Engineer however now explains that what was intended to be conveyed by the Agent of the Company in his letter, No. 445, dated 26th June 1872, was that the supply of iron standards on hand was sufficient to construct the line on the Neilgherry branch without running the risk of being unable to effect such urgent renewals on the main line as might be necessary prior to the sanction of the Government of India to the use of iron standards throughout from Madras to Beypore, authority to proceed with which had been already applied* for.

*Letter, No. 1,094, dated 19th April 1871.

2. The Consulting Engineer now submits an estimate, amounting to Rupees 1,33,441, for the renewal of 244 miles of the line between Vaniembady and Puttamby, the iron standards for effecting which will have to be procured from England. He bases his recommendation of the work on the economy of iron as compared with wooden standards, as proved by the figures given by the Chief Engineer of the Company in the paper submitted with my No. 28 of the 8th January 1874; and on this ground His Excellency the Governor in Council supports the proposal.

3. The charge to Capital will be Rupees 72,298, Revenue being debited with the remainder.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

Govt. of 1874

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF INDIA

Dated June 2nd.

Recd.

Encl.

G. O., 2nd June 1874, No. 1,411.

JUNE

No. 17

Submitting, with observations, an estimate amounting to Rupees 1,33,411 being the cost of renewing with iron standards 21 miles of the line between Vaniembady and Puttanby of the South-West Line of the Madras Railway.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

*
Pro: of Govt.
8th Jan: 1874
No. 27.

*
Pro: of Govt.
7th March 1874.
No. 601.

In my letter No. 638, dated the 28th November 1873, I stated, as an argument in favour of replacing the wooden telegraph posts on the South-west line of the Madras Railway with iron standards, that all the material required for the purpose was in store at Madras; and, as the sanction of the Government of India to the use of iron standards

Standards for renewals on the sec-
tion between Vellore and Beyfore
may have in some measure resulted
from that statement, I have to
explain that it was founded
upon paragraphs 6 and 7 of the
letter from the Agent of the
Madras Railway Company
dated the 26 June 1872, No. 445,
in which that officer applied for
authority to complete at once the
renewals with iron standards on
the South-west line, stating that
there were then in stock all the
materials which will be required
for the construction of a telegraph
line on the Neilgherry branch,
and also for the renewals on
the South-west line." Mr.
Elwin

*Proc. of Court.
8. Aug. 1872
No. 1878.

Elwin however now explains that
he did not mean that there was
in store "sufficient stock entirely
to replace the wooden posts
throughout the South-west line,
but that the supply on hand
would enable them to construct
the line on the Neilgherry
branch without running any risk
of being unable to effect such
urgent renewals (such as are
referred to in paragraph 5 of
the same letter) as might
occur prior to the sanction of
the Government of India being
accorded to the use of iron
standards throughout from
Madras to Beyfore."

2

I have now the honour

to lay before Government an estimate, amounting to Rs 1,33,441, being the cost of renewing with iron standards 244 miles of the South-West line of the Madras Railway, between Vanimbady and Puttamby; and in doing so I have to explain that the whole of the material required for this section will have to be procured from England. Looking however to the comparative figures given by the Chief Engineer in his letter, No. 781, dated the 22^d November 1873, there can be no doubt that the use of iron standards will result in considerable economy; and I therefore

* Eng: Rs 4
Ind: . .

* Pro: of Co
s. Camp.
No. 2;

therefore recommend that the estimate be forwarded to the Government of India for their favourable consideration.

3. Of the total expenditure, it is proposed to charge Rs 72,298 to Capital, and Rs 61,143 to Revenue. Funds to meet the Capital expenditure are available from the provision for "stores" in the Budget estimate for 1874-'75, and the sanction will lapse at the end of the eighth quarter from the date of its receipt.

I have the honour to be,

Sr,

Your most Obedt servant,
Maurice P. Coll. R.C.
Com. Engineer Railways

24/11/73
Maurice P.
11/11/73
24/11/73

1440

P. M. D.

Pij

Proceedings of the Madras Government
Read the following

From the Comdg. Engrs. } (H. E. No. 276 of 11 May 1874)
for Railways

Ordered that these
papers be forwarded
for the consideration
of the Government of
India.

H. E. No. 144 dated

MA 19/5
To Comdg. Engineer
for Railways
S. Co. despatch 8/6/74.

To The Secy. to the Govt.
of India, S. W. C.

Sir In your letter No.
313 H. E. dated 9 February
1874 the sanction of
the

11

File: No. 1874. B. H.
Copy of the same
to the Secy. to the Govt.
of India, S. W. C.
No: 2839

From
The Consulting Engineer
for Railways
To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 4th May 1874
Recd. 13

Encl. 3.

No. 276
H. E. No. 144 of 26-7-74.
Submitted by reference
to the Comdg. Engrs.
for Railways, S. Co.
despatch 8/6/74.
being the only one
submitted with even
standards in the
Office of the Secy. to the
Govt. of India.

Copy to Secy. to the Govt. of India, S. W. C.

the Government of India
was conveyed to the re-
-newal with iron
standards of the telegraph
line on the section of
the Madras Railway
between Vellore and
Beyoor, evidently under
the impression that
all the materials re-
-quired for the work were
already in stock, as
would appear from the
papers submitted with
my letter no. 1849 dated
8th Aug^r 72. The Con-
-sulting Engineer how-
-ever now explains
that what was intended
to be conveyed by the
Agent of the Company
in

in his letter no. 445
dated 26th June 1872
was that the supply
of iron standards
on hand was suf-
-ficient to construct
the line on the Mel-
-gherry Branch with-
-out running the
risk of being unable
to effect such urgent
renewals ^{on the plain line} as might
be necessary prior
to the sanction of the
Gov^t of India to the
use of iron standards
throughout from
Madras to Beyoor,
authority to proceed
with which had been
already applied for.
The Consulting Engineer
now submits an
estimate

* Letter no. 1094 of 19th April 71

estimate amounting
to Rs 1,33,441 for the
renewal of 244 miles
of the line between
Vaniembody and
Pattamby, the iron
standards for effecting
which will have been
procured from England.
He bases his recommenda-
-tion of the work on
the economy of iron
as compared with
wooden standards,
as proved by the figures
given by the Chief
Engineers of the Com-
-pany in the paper
submitted with my
L^t 28 of the 8th Jan'y/4.
And

And on this ground
His Excellency the
Governor in Council
supports the proposal.

The charge of capital
will be Rs 42,298,
Revenue being de-
-bited with the
remainder.

L.M.W.

Sup^d 6 L. Copies V6 Copies of Previous
Proceedings 8/6/4. to Govt. I. with 3 Cens.

2839
Govt. of Madras.

PUBLIC WORKS.

To
The Secy. for Mys.
Secy. of Pub. & Indus.

Dated

Recd.

Encl.

G. O. 2 June 1874, No. 1440
1441

No. 1560

Telegraph Posts - Madras
Railway - Orders

that the letter from the
Comr. for Mys. sub-
mitting an Estimate,
amounting to Rs. 133,441
being the cost of renewing
with iron standards 244
miles of the line between
Vaniambad & Puttambay
of the South West line of
the Madras Ry be forwarded.

for the consideration of
the Govt. of India —

Submitting, with
observations an Estimate
amounting to Rs.
133,441 being the
cost of renewing with
iron standards 244
miles of the line
between Vaniambad
& Puttambay of the
South West line of
the Madras Ry —