

(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.	2375-76	Press
B.P. No.		Mis
Dated	21-8.	1874 195.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21st August 1874.*

No. 551. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 6th August 1874, No. 473:—

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 31st July 1874, No. 668.

WITH reference to the orders of Government and correspondence noted in the margin, I have the honor to state that I agree with the Acting Chief Engineer in thinking that a portion of the cost of the steel rails proposed to be substituted for the iron ones now in the road between the Madras Central Station and the

G. O., No. 1,352, 21st May 1874.
Consulting Engineer's letter, No. 499, 1st June 1874.
G. O., No. 1,652, 19th June 1874.
Consulting Engineer's letter, No. 584, 25th June 1874.

Veysarpady Junction should be borne by Capital, as provided for in the estimate which has been submitted for the approval of Government.

2. The Government of India have declined to sanction the allocation of any part of the cost to Capital on the ground that the substitution "cannot be regarded as a necessity but simply as a convenience," and I fear that this impression has arisen in consequence of too much stress having been laid by the Officers of the Railway upon the fact that the steel rails required for the purpose are already in stock, and that it is desirable that the iron rails which are now in the road should be added to the stock of such rails available for ordinary renewals.

3. It appears to me however that, though these reasons could be properly adduced in support of the expediency on general grounds of the measure proposed, they do not at all affect the question of the incidence of the cost. The desirableness upon grounds of economy of incurring the additional expenditure required for providing steel instead of iron rails on certain portions of a railway is admitted, and it appears to be not only reasonable that Capital should bear a share of an expenditure that has the effect of reducing the working expenses,

* *Vide* Proceedings of the Government of India, Public Works Department, dated 6th February 1871, No. 49 A.R. but also to be, in principle, strictly in accordance with the ruling* of the Government of India upon the subject.

4. The line between the Madras Central Station and Veysarpady is that over which the heaviest of our traffic passes, and it is, moreover, extremely desirable that the most durable description of rails should be used there, owing to the number of curves and the frequent necessity for the use of brakes.

5. The saving in the cost of maintenance will, in the case in point, be none the less, because the proposed substitution happens to be desirable on other grounds besides, and I trust therefore that the Government of India will be pleased to reconsider their decision in the matter.

No. 1,352, dated 21st May 1874.
,, 1,652, ,, 19th June ,,

SUBMITTED for the consideration of Government with reference to their Proceedings marginally noted.

Madras, 31st July 1874.

From

The Agent and Manager, of the M. & C.

To

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

Consulting Engineer for Railways.

Sir,

With reference to the Orders of Government and correspondence noted in the margin, I have the honour to state that I agree with the Acting Chief Engineer in thinking that a portion of the cost of the steel rails proposed to be substituted for the iron ones now in the road between the Madras Central Station and the Veysarpady Junction should be borne by Capital as provided for in the Estimate which has been submitted for the approval of Government.

The Government of India have declined to sanction the allocation of any part of the cost to Capital on the ground that the substitution "cannot be regarded as a necessity but simply as a convenience," and I fear that this impression has arisen in consequence

*Proceedings of the Madras Government, Public Works Department,
21st August 1874.*

2. There can be no doubt that if steel stock is laid on any part of the Madras Railway it can be used with the greatest advantage between the Central Station and Veysarpady Junction, where the heavy traffic, combined with the numbers and sharpness of the curves, will affect considerably the life of iron rails.

3. The expediency of adding to the stock of iron rails proves not to be so urgent as was at first represented, the Chief Engineer having arranged for renewals on the main line being effected with rails taken from sidings and lay-byes which are but little used, the unserviceable rails from the main line being substituted for them. By this arrangement a large supply of serviceable rails is made available.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for Consulting Engineer for Railways.

No. 552.

ORDER THEREON, 21st August 1874, No. 2,375.

RAILWAY, No. 79.

ORDERED that these papers be forwarded for the consideration of the Government of India, with reference to their letters of the 2nd and 28th July 1874, Nos. 920-R and 1,148-R, respectively.

(True Extract.)

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

No. 553.

(DOCKET No. 2,376, dated 21st August 1874.)

Copy of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

of too much stress having been laid by the officers of the Railway upon the fact that the steel rails required for the purpose are already in stock, and that it is desirable that the iron rails which are now in the road should be added to the stock of such rails available for ordinary renewals.

3. It appears to me however that, though these reasons could be properly adduced in support of the expediency on general grounds, of the measure proposed, they do not at all affect the question of the incidence of the cost. The desirability rests upon grounds of economy, of insuring the additional expenditure required for providing steel instead of iron rails on certain portions of a Railway, is admitted, and it appears to be not only reasonable that Capital should bear a share of an expenditure that has the effect of reducing the working expenses, but also to be, in principle, strictly in accordance with the ruling of the Government of India upon the subject.

Vide Proceedings
of the Government
of India, P. N. O.
dated 6th Febry.
1871, at 49. ch. 2.

4. The line between the all India Central Station and Bayswater, is that over which the heaviest of our traffic passes, and it is more over extremely

of too much stress having been laid by the Officers of the Railway upon the fact that the steel rails required for the purpose are already in stock, and that it is desirable that the iron rails which are now in the road should be added to the stock of such rails available for ordinary renewals.

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^x Vide Proceedings of the Government of India, P. W. D. Dated 6th Febry. 1871, at 49. et. c.

4. The line between the Madras Central Station and Oerapady, is that over which the heaviest of our traffic passes, and it is moreover extremely

desirable that the most durable description of rails should be used there, owing to the number of curves and the frequent necessity for the use of breakers.

5. The saving in the cost of maintenance will in the case in point be none the less because the proposed substitution happens to be desirable on other grounds besides, and I trust therefore that the Government of India will be pleased to reconsider their decision in the matter.

I have the honour to be,
Sir,

Your most obedient servant.

J. H. Mellis.
for the Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dutail

187

Recd.

No.

No. 4703

Submitted for the con-
sideration of Government with
reference to this Proceedings
marginally noted.

No. 1352 of 21st Nov. 1874.
No. 1682 of 19th June 1874.

2. There can be no doubt
that if steel stock is laid on any
part of the Madras Railway it can
be used with the greatest advantage
between the Central Station and
Veyasapady Junction, where the
heavy traffic, combined with the
number and sharpness of the
curves, will affect considerably
the life of iron rails.

The expediency of

3.

828

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.
No. 1721 of 21st Aug. 1874.
No. 18 of 18th Nov. 1874.
Dated 27th July 1874.
Recd. 1. Aug. 1874.

It is stated that the opinion
of the Hon. Secy. of Legation
in London that a portion
of the cost of the steel
rails which it is
proposed to substitute
for iron ones in the
Central Station Platform
Heavy Junction, &c. &c.
be borne by the
M.R. & S.R.

adding to the stock of iron rails
proves not to be so urgent as was
at first represented, the Chief
Engineer having arranged for
renewals on the main line being
effected with rails taken from
sidings and lay-byes which are
but little used, the unserviceable
rails from the main line being
substituted for them. By this
arrangement a large supply of
serviceable rails is made available.

W. W. Cooke Supt. R. E.

Madras 3
6th August 3
1874 3
P. W. Deptt for Cons: Engineer for Ry

To The Secretary to Govt
P. W. Department
Fort Saint George

2375

Order that these papers be furnished
for the consideration of the Com^{rs} of Studies
with reference to their letters of the
22^d and 28th May 1894 & 920 & 921
respectively -

C. G. for 290, H. G. & 2376 stated
that the papers of the Com^{rs} of Studies
the Com^{rs} of Studies -

W. H. C.

6d. Copy of 22/5/94.

551-553

For 11/17/94 & 12/17/94
Copy of 22/5/94

P. W. 1874 & 1875
2^d Divⁿ of 1874 & 1875
from 1874 & 1875
No. 1, 953

W. H. C. 1874 & 1875
from 1874 & 1875
No. 1, 953

Secretary to Com^{rs}
to 1874 & 1875
from 1874 & 1875

Dated 6th August 1894
from 1874 & 1875
No. 1, 953

Submitting Letter from
the Com^{rs} of Studies that
the Com^{rs} of Studies should
be informed & enabled
for services in the year
between the Central
& Secondary divisions
should be done by
the Com^{rs} of Studies
from 1874 & 1875

Wm
with Robert
2nd and 28th
respective
C. Co. for 2mo.
discharged 1874.
Copy of
the Court.

4953

Govt. of 1874 Madras.

PUBLIC WORKS.

To The Com: Surg Genl
Army Dept of Justice

Encl. /
2375

G. O. 21 Aug 1874. No. 237

No. 557-553

Forwarding papers re-
lating to the suggestion
to change to light
weight the cost of
steel rails with
proposed to substitute
for iron ones on the
line between the Central
Station and Veyraspattin
Junction, Madras
Railway —

Steel Rails - mades 2-

Passing orders on papers
relating to the suggestion to
charge to Capital a portion
the cost of steel rails
while it is proposed to
substitute for iron ones on
line between the Central
ton. & Vespazien Junction
as Railway —

Box 111/1715 Red 12/17/11
 244/1715 Box 111/1715

557-553

8 Dear family & friends
should be some day
be at the
with the

Secretary to Council
for District
Southdown County

163 August 194
1924 73.1
Cultures better from
your bulk station that
word of steel could make
is prepared to undertake
business in the yard
to see the central stat