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MADRAS RECORD OFFICE

Government of Madras

Public works.

DEPARTMENT

G.O. No.	681	Press
B.P. No.	(R4)	Mis.
311-312		
Dated	13. 3-1844	195 .

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
13th March 1874.*

No. 311. 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, 5th February 1874, No. 76:—

In compliance with the instructions conveyed in the Order of Government, dated the 29th December 1873, No. 3,080, I have the honour to submit, for the consideration of His Excellency in Council, a letter* from the Agent of the Great Southern of India Railway Company, with enclosure from the Chief Engineer, regarding the progress of the work connected with the Southern Extension of that Company's undertaking. It will be seen that three causes are mentioned as having tended to retard the completion of the extension:—

- (1.)—The delay in the transfer of land in Tinnevely.
- (2.)—The uncertainty with regard to the junction arrangements at Trichinopoly.
- (3.)—The delay in the receipt from England of the permanent-way material and of the iron-work for the rolling stock.

2. As regards the first point, the provision in the Budget for 1872-73 for the purchase of land in the Tinnevely District was one lakh. This sum was calculated from the best available data; but the actual cost of the land in and near the towns of Tuticorin and Tinnevely greatly exceeded expectation, and an increase of Rupees 70,000 to the Budget grant was found necessary. This sum was made available upon the 24th October 1872.

Vide Proceedings of Government, dated 2nd November 1872, No. 2,579.

3. As regards the second point, the Government are aware that the junction arrangements at Trichinopoly have formed the subject of a protracted discussion and correspondence during the last two years. From the papers which accompanied my letter No. 69, dated the 4th instant, there appears to be a prospect of an early decision.

4. As regards the third point, the despatch of the permanent-way material from England was delayed, in the first instance, owing to uncertainty as to whether the 87 miles of broad gauge material, which was received from England in 1870, was to be disposed of or not to the Nizam's Government. A reference to the Proceedings of Government, under date the 4th May 1872, No. 1,149, will show that the submission of alternative indents, including the quantity of material required in either case, was called for by the Government of India. These indents were forwarded from this office upon the 7th June 1872,* and on the 17th August 1872† the Government of India accorded sanction to the one which provided light material for the whole extension. The sanctioned indent reached the Board in October 1872, and in the following month contracts for a portion of

* Proceedings of Government, dated 2nd July 1872, No. 1,591.

† Proceedings of Government, dated 3rd September 1872, No. 2,094.

*Proceedings of the Madras Government, Public Works Department,
13th March 1874.*

the material were entered into, the Directors being advised by their Consulting Engineer that, in the then state of the iron market it was advisable to delay before contracting for the whole supply required. The first cargo of material left England on the 20th March 1873 and reached Negapatam on the 27th June 1873.

5. With regard to the rolling stock, it was at first understood that the papers embodied with the Proceedings of this Government, under date the 23rd March and the 14th October 1871, Nos. 872 and 2,624, applied to the narrow gauge lines in this Presidency, and a further communication from the Government of India, with regard to the dimensions of the rolling stock, was awaited before the indents were sent to England. A reference upon the question was made from this office on the 23rd September 1872, and on receipt of the reply, which was communicated with Proceedings of Government, dated the 2nd November 1872, No. 2,583, the indents were sent to England. The Government of India afterwards suggested a modification in the numbers of engines and vehicles, with reference to the adverse state of the coal and iron market; but it was explained in reply that the indents had been sanctioned and sent to England, and it was left to the Directors to use their discretion in the matter. The indents in question reached the Board in December 1872; but considerable delay seems to have occurred in England in settling details connected with the dimensions of the rolling stock, inasmuch as the Board's Consulting Engineer is stated to have been in communication with the India Office upon the subject during October 1872, and it was not until July 1873, nine months later, that part of the drawings and specifications was reported to be ready. These drawings were afterwards sent to the Agent, for the guidance of the Locomotive Superintendent, in preparing the wood-work of the vehicles. The drawings in question reached Negapatam towards the end of December 1873; but it is not known that every part of the iron-work has yet been shipped from England.

* Procs. of Government, dated 20th November 1872, No. 2,729.

† Procs. of Government, dated 7th December 1872, No. 2,886.

6. I trust that the foregoing explanation will convince the Government that the Engineering Department is not in fault as regards the anticipated delay in the opening of the extension to public traffic. I agree with Mr. Logan that, so far as that department is concerned, the progress of the work has been exceptionally rapid; and when all the circumstances are taken into consideration, it seems to me that the expectations of the Government of India have been fully realized.

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 27th January 1874, No. 5,358.

Your letter No. 8 of the 6th instant.

I beg to submit, for the information of Government, the attached copy of a report from the Chief Engineer relative to the amount of work performed by the Engineering Department since land along the Southern Extension has been placed in his possession.

*Proceedings of the Madras Government, Public Works Department,
13th March 1874.*

2. The transfer of land in the Tinnevely District was delayed, you will remember, through want of funds, and it was not until the latter end of October 1872 (see your letter No. 470) that an addition was made to the Budget Statement for this service.

3. Up to date the orders of the Government have not reached me regarding the station and junction arrangements at Trichinopoly, and this must necessarily cause delay in the construction of the traffic and locomotive buildings.

4. I have to remark that although the sanction of Government of India to the estimates of the Southern Extension was communicated to me on the 4th April 1872, I was informed (paragraph 5 of your letter No. 127) that a further communication would be sent to me regarding the rolling stock, "as the precise dimensions are, it is believed, still under consideration and will be decided in England." Not having heard further, I asked on the 25th September whether an indent for the necessary locomotive engines and iron works might not be submitted. Permission was accorded, and the sanctioned indent was returned to me on the 4th November and forwarded on to England by the following mail.

Letter from Chief Engineer, to the Agent, dated Trichinopoly, 15th January 1874, No. 191.

Your No. 51 of the 9th instant.

There has been no delay in the construction of the Southern Extension for which we are responsible. Indeed, so far from delay having occurred here, I consider that the progress of our works has been exceptionally rapid, and will bear very favourable comparison with any work of a similar kind and under similar circumstances in India.

2. On the 8th of April 1872, I received from you intimation that I was at liberty, under sanction of Government, to start the work. On that day masonry was begun, and on the following day earthwork was commenced; up to the end of last month (31st December 1873) we had had possession of the land required for the line (equating for the dates at which different lengths were made over) about 16 months, and during that time the greater part of the works of the extension have been completed.

3. Of 215 miles of earthwork over 190 are finished, and the remainder are well in hand.

4. Of the minor bridges and culverts more than half are finished, and the balance are in various stages approaching completion.

5. The large bridges will, I estimate, be completed by September next.

6. It will, I think, be conceded therefore that so far as we are concerned the expectations of the Government of India have been fully realized, and I consider this ought to be made clear in justice to the staff who have worked hard and well, and to whom therefore as well as to myself it would be a grievous discouragement to find that any misunderstanding had arisen on the subject.

7. I understand that the Directors in England did not at once let the contracts for the supply of permanent-way material on account of the very high prices ruling in the iron market, and that certain questions had to be settled about the new rolling stock before the iron-work could be gone on with. These however are matters on which references had better be made to the authorities in England, who will no doubt be able satisfactorily to account for the course adopted.

No. 312.

ORDER THEREON, 13th March 1874, No. 681.

RAILWAY, No. 38.

His Excellency the Governor in Council observes that it never was the intention of Government to question

the diligence with which the Indian executive had worked, but that they desired to elicit further information as to the cause of the delay in England, in order that steps might be taken to expedite matters.

Proceedings of the Madras Government, Public Works Department,
13th March 1874.

2. These papers will be forwarded for the information of the Government of India and the Secretary of State in continuation of former correspondence.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. A
Spare Copies

No. 5358

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

27 January 1874

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No. 8 of the 6th Instant I beg to submit, for the information of Government, the attached copy of a report from the Chief Engineer relative to the amount of work performed by the Engineering Department, since land along the Southern Extension has been placed in his possession.

The transfer of land in the Annamalai District was delayed, you will remember, thro' want of funds, and it was not until the latter end of October 1872 (see your letter No. 470) that an addition was made to the Budget statement for this service.

Up to date the orders of Government have not reached me regarding the Station and junction arrangements at Trichinopoly and this must necessarily cause delay in the construction of the Traffic and Locomotive buildings.

I have to remark that altho' the sanction of the Government of India to

to the estimates for the Southern Extension was communicated to me on the 4th April 1872. I was informed (paragraph 5. of your letter No 127) that a further communication would be sent to me regarding the Rolling Stock as the precise dimensions are it is believed still under consideration and will be decided in England. Not having heard further I asked on the 25th September whether an Indent for the necessary Locomotive engines and Iron works might not be submitted. Permission was accorded and the sanctioned Indent was returned to me on the 2nd November and forwarded on to England by the following Mail.

I have the honor to be
Sir

Your most obedient servant

William B. Pitt

Ag. inst.

[illegible]

9.
myself it would be a grievous discouragement to find
that any misunderstanding had arisen on the subject.

I understand that the Directors in England
did not at once let the contracts for the supply of
Permanent Way Material on account of the very
high prices ruling in the iron market, and that certain
questions had to be settled about the new rolling
stock before the iron work could be given in with.
There however are matters on which references had
better be made to the authorities in England who
will no doubt be able satisfactorily to account for
the course adopted.

(True copy)

Wm. C. Magellan

Chief Clerk

W.C.

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,

In compliance with the instructions conveyed in the Order of Government dated the 29th December 1873, No. 3080, I have the honour to submit, for the consideration of His Excellency in Council, a letter from the Agent of the Great Southern of India Railway Company, with enclosure from the Chief Engineer, regarding the progress of the work connected with

No. 5358

dated 27th

January 1874.

with the Southern extension of that Company's undertaking. It will be seen that three causes are mentioned as having tended to retard the completion of the extension:—

(1) the delay in the transfer of land in Tinnevely;

(2) the uncertainty with regard to the junction arrangements at Trichinopoly;

(3) the delay in the receipt from England of the permanent way material, and of the iron-work for the rolling-stock.

2. As regards the first point, the provision in the Budget for 1872-73 for the purchase of land

land in the Tinnevely district was one lac. This sum was calculated from the best available data; but the actual cost of the land in and near the towns of Tuticorin and Tinnevely greatly exceeded expectation, and an increase of Rs 70,000 to the Budget grant was found necessary.

Vide P. of Cost.

of 2^d Nov. 1872

N^o 2574

This sum was made available upon the 24th October 1872.

3. As regards the second point, the Government are aware that the junction arrangements at Trichinopoly have formed the subject of a protracted discussion and correspondence during the last two years. From the papers which accompanied my letter N^o 69 dated the 4th instant there appears to be a prospect of an early decision.

10
6. 4 As regards the third
point, the despatch of the perma-
nent way material from England
as was delayed, in the first instance,
12 owing to uncertainty as to whether the
87 miles of broad gauge material
which was received from England
in 1870 was to be disposed of, or
not, to the Nizam's Government.

A reference to the Proceedings of
Government under date the 11. May
1872, No 1149, will show that the
submission of alternative indents, in-
cluding the quantity of material
required in either case, was called
for by the Government of India.

2. These indents were forwarded from
this office upon the 7. June 1872;
and on the 17. August 1872 the
Government of India accorded
sanction

*P. of Govt.
1/2 July 1872
No 1149.

*P. of Govt.
1/3 Sept 1872
No 2094.

sanction to the one which provided
light material for the whole
extension. The sanctioned indent
reached the Board in October 1872,
and in the following month con-
tracts for a portion of the material
were entered into, the Directors being
advised by their Consulting Engi-
neer that, in the then state of
the iron market, it was advisable
to delay before contracting for
the whole supply required. The
first cargo of material left
England on the 20. March 1873,
and reached Negapatam on the
27. June 1873.

5. With regard to the rolling-
stock, it was at first understood that
the papers embodied with the
Proceedings

Proceedings of this Government under
date the 23^d March and the 14th
October 1871, Nos 872 and 2624,
applied to the narrow gauge lines
in this Presidency, and a further
communication from the Government
of India with regard to the dimen-
sions of the rolling-stock was awaited
before the indents were sent to England.
A reference upon the question was
made from this office on the 28th
September 1872, and on receipt of
the reply, which was communicated
with Proceedings of Government
dated the 2^d November 1872 No 2583,
the indents were sent to England.

The Government of India afterwards
suggested a modification in the num-
bers of engines and vehicles, with
reference to the adverse state of the
coal

Pro. of Govt.
47. Decr 1872
No 2886.

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coal and iron market; but it was
explained in reply that the indents
had been sanctioned and sent to
England, and it was left to the
Directors to use their discretion in
the matter. The indents in question
reached the Board in December
1872; but considerable delay seems
to have occurred in England in
settling details connected with the
dimensions of the rolling-stock; inas-
much as the Board's Consulting
Engineer is stated to have been in
communication with the India
Office upon the subject during
October 1872, and it was not
until July 1873, nine months
later, that part of the drawings
and specifications was reported
to be ready. These drawings
were

were afterwards sent to the Agent,
for the guidance of the Locomo-
tive Superintendent in preparing
the woodwork of the vehicles.

The drawings in question reached
Madrass towards the end of
December 1873; but it is not
known that every part of the
iron-work has yet been shipped
from England.

I trust that the
foregoing explanation will convince
the Government that the Engineer-
ing Department is not in fault
as regards the anticipated delay
in the opening of the extension
to public traffic. I agree with
Mr. Ryan that, so far as that
Department is concerned, the pro-
gress of the work has been
exceptionally

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exceptionally rapid; and when all
the circumstances are taken into
consideration, it seems to me that
the expectations of the Government
of India have been fully
realised.

I have the honour to be,
Sir,

Your most Obedt servant.

Matthew H. P. & Co.

Madrass
5 Febry
1874
J. P. & Co.

For Messrs P. & Co. Railways

No 681 M. D. R.
 Proceedings of the Madras Govt.
 Read the following:
 From,
 The Comptroller for Govt. (Mr. E. Dwyer & Selby)

His Excellency the Governor in Council observed that it never was the intention of Government to question the diligence with which the Indian Executive had worked but that they desired to elicit further information as to the cause of the delay in England in order that steps might be taken to expedite matters.

These

M.D.
 13/2

Copy to England dated 7/3/74
 Made on 3 of 1874

S. M. 1874
 Secy of Govt for Madras

RAILWAY DEPARTMENT.

From
 The Consulting Engineer
 for Railways.

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

Dated 5 February 1874
 Recd.

See: E. 11/11/74
 No. 76.

Submitting letter
 with enclosure from the
 Agent for the Govt. re.
 regarding the progress of
 work on the Southern
 extension.

No 681-12 March 74

10/1/74

These papers will be
forwarded for the infor-
mation of the Govt
of India and the Sec-
retary of State in
continuation of former
correspondence.

H. E. No. 682 dated

Copy of the above
forwarded to the Govt
of India in continua-
tion of docket No. 3081
dated 29th December 1843.

Copy

45
2
Cons Engineer for Regt
Despatch L.C. 16/3/74

30
Despatch ^{for} L.C. 16/3/74

311-312

Cd. 14/74

C6711⁷

Govt. of 1874 Alabama.

PUBLIC WORKS.

To the Committee on
Railways

Dated

Recd.

Exd. 1/

G. O. 137316. No. 681

Vol. 311312

To Sec. of War. Paper on

See letter from the Com. Sup.
affording information in
the subject of the Anti-

shaded delay in the
running of the Southern
extension of the S. & W. Ry.

Forward copy of Pen. with the
information afforded in
the subject of the
extension of the S. & W. Ry.