

(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.	867	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	27-3	1874	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th March 1874.*

No. 733. 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, 26th February 1874, No. 121 :—

With reference to paragraph 2 of the Order of Government, No. 385-H., dated 16th February 1874, I have the honour to quote as follows from a letter from the Agent of the Madras Railway, explaining why refreshment-rooms now stated not to be required during the current year were included in the estimates.

“The Traffic Manager informs me that no action for the current official year was considered desirable in August last, because of the uncertainty which then attended the settlement of the North-West Line mail service, and that until this question was settled the most suitable stations for refreshments could not be determined.

“The present refreshment-room at Ghooty is altogether unsuitable to the requirements of the traffic under the present service of trains, and if that service can be regarded as permanent, Mr. Church recommends the construction of a new room at Ghooty and its construction during the official year 1874-75.

“I think that under the circumstances the provision for refreshment-rooms in the Budget Estimate for the next official year may safely be reduced to Rs. 10,000.”

No. 734. ORDER THEREON, 27th March 1874, No. 867.

RAILWAY, No. 89.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 121

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,

With reference to paragraph 2 of the Order of Government No. 385 dated 16 February 1874, I have the honour to quote as follows from a letter from the Agent of the Madras Railway explaining why Refreshment rooms were stated not to be required during the current year were included in the estimates.

"The

The Traffic Manager
informs me that no action
for the current official
year was considered desirable
in August last, because
of the uncertainty which then
attended the settlement of the
North-West line mail
service and that until this
question was settled the
most suitable stations for
Refreshments could not be
determined.

The present Refresh-
ment room at Choochy is
altogether unsuitable to the
requirements of the traffic
under the present service of
trains.

trains, and if that service
can be regarded as
permanent Mr Church
recommends the construction
of a new room at Choochy
and its construction during
the official year 1874-75.

"I think that
under the circumstances the
provision for Refreshment
rooms in the Budget estimate
for the next official year
may safely be reduced to
Rupees 10,000."

I have the honour to be,
Sir,

Your most Obedt servant,

W. C. Cooke M.C.

Madras
26th Febry
1874
Sd/- R. B. D. S.
for the Secy for Railways

P. W. 1894 10/20/94

RAILWAY DEPARTMENT.
1874
From *[Signature]* 1199.
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 26 January 1874
Recd. 28 January 1874

No. 121

Submitting explanation
as to the circumstances and
causes of the accident
between the two boats, and
and depositing a report
regarding all persons
involved in the accident
with an order

[Signature]
Records of *[Signature]*
86/

1199
Bd. of 1874 30/10/74.
PUBLIC WORKS.
To the Hon. Engineers
for Railways
and
a copy of the report
Nov 1874-1874.
The Freshwater (Booms)
of the River Railway
Note. From the Engineer
submitting explanation
as to the circumstances
under which the Fresh
water Booms at Rotherham

Shook and *[Signature]*
are not in line of
Record of