

*Proceedings of the Madras Government, Public Works Department,
30th April 1875.*

No. 744. 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, 15th April 1875, No. 218:—

ADVERTING to the Proceedings of Government quoted in the margin, I have the honor to submit letter, No. 524, dated the 12th instant, from the Agent of the South Indian Railway, forwarding copies of the plan and estimate prepared by the Consulting Architect for the passenger terminus at Madras, also copy of an explanatory letter from Mr. Chisholm.

Dated 10th July 1874, No. 1,855-A.
" 28th Aug. " 2,445.
" 7th April 1875, " 921.

2. It will be seen that, allowing a margin of 10 per cent. for Contingencies, the cost of the building in question, according to the designs which have been prepared respectively by the Company's Chief Engineer and by the Consulting Architect to Government, is estimated at Rupees 1,79,000 and Rupees 2,05,000, there being a difference in favor of Mr. Logan's design of Rupees 26,000. I gather however that, in the opinion of both of these gentlemen, the additional advantages of Mr. Chisholm's design more than compensate for its additional cost. Mr. Chisholm claims for his design "superior accommodation, better lighting and ventilation, and greater flexibility for future additions." Mr. Logan admits that Mr. Chisholm's design provides for more accommodation, that it is better adapted for future extension, and that in an architectural point of view it is more worthy of adoption.

3. Further explanation regarding the two designs will be obtained from the drawings themselves and from the papers now forwarded. It seems only necessary for me to solicit early instructions from Government regarding the design which they wish to be adopted. In my letter, dated the 11th March 1875, No. 150, I mentioned that the delay which has already occurred is not unlikely to hamper the Company in opening the northern portion of the line, and in his letter which accompanies this the Agent expresses the same fear.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 12th April 1875, No. 524.

In July last year I submitted an alternative design for the terminal station building at Madras, which had been prepared by Mr. Chisholm, and I asked if Government would wish the Company to adopt it, in the event of its estimated cost not exceeding that shown in an estimate which had been forwarded previously with another design. Order No. 2,445, dated the 28th August 1874, was passed thereon, in which the Consulting Architect was called upon to prepare an estimate of the cost of carrying out his design.

I now forward copy of Mr. Chisholm's plan and estimate, and of his letter dated the 23rd ultimo, which has this day reached me.

In sending these papers on to me, the Chief Engineer observes: "The estimate amounts to Rupees 1,96,000, exclusive of platforms, against the approximate estimate furnished for my design of Rupees 1,80,000 inclusive of platforms. The cost of the latter with flooring is about Rupees 10,000."

*Proceedings of the Madras Government, Public Works Department,
30th April 1875.*

"Mr. Chisholm's design provides for more accommodation than mine, and is better adapted for future extensions as business increases, and there cannot be two opinions as to its being in an architectural point of view more worthy to be adopted as the terminal building in Madras for so important a line as the South Indian Railway, which will, when completed, aggregate in length about 650 miles, traversing many of the most important and wealthy localities in the Presidency.

"Looking at the fluctuations in the prices of material, especially of iron, and to the somewhat scanty and uncertain nature of the foundations likely to be met with, I think it would be safer to allow 10 per cent. instead of 5 per cent. for Contingencies, and if this be added to the estimates, Mr. Chisholm's will stand at *Rupees 2,05,000* and mine at *Rupees 1,80,000*, or, excluding platform, (*Rupees 19,000*); for the sake of comparison Mr. Chisholm's estimate exceeds mine by *Rupees 20,000*, but it must be remembered that mine allows for no cut-stone or ornamentation whatever, and I think it would be nearly as expensive on the whole, and certainly much less slightly in the event of an upper storey being added hereafter."

I regret the great delay which has occurred in dealing with this subject as it may have the effect of retarding the opening of the line for public traffic. Will you please obtain from Government as speedily as possible their decision as to which plan must be adopted, so that tenders may be sent to England for the requisite iron roofing.

From R. F. CHISHOLM, Esq., F.R.I.B.A., Consulting Architect to Government, to D. LOGAN, Esq., Chief Engineer, South Indian Railway, dated Madras, 23rd March 1875.

I beg to lay before you my design and estimate for the terminal station of the South Indian Railway. The estimate, exclusive of platforms, amounts to *Rupees 1,96,000*.

2. The abstract of the original estimate drawn out in your office for this part of the terminal works shows a sum total of *Rupees 1,50,000*, thus making a difference between the two estimates of *Rupees 16,000*.

3. This difference of *Rupees 16,000* is more than covered in my estimate by the cost of cut-stone which amounts to *Rupees 20,000*.

4. In order to draw a comparison between the two estimates it will be necessary to exclude this item, as the original design contains no stone whatever. My estimate would then stand, *Rupees 1,96,000 — 20,000 = Rupees 1,76,000 plus the cost of platforms*.

5. Before examining the plans it will be well to dispose of this item of cut-stone, and to decide how far it is a necessary adjunct of either design. Looking at the positions I have chosen for the introduction of this material, it will readily be conceded that a large quantity could be omitted entirely without in any way marring the architectural effect, not so however with regard to durability. All the stones it will be observed are placed at breaks in the walling as at the capping and base to plinth, as in the columns the lintels and jambs and generally in those places where buildings mostly suffer from weather and usage; hence every stone taken away will more or less make a point easily pregnable to ordinary destructive forces, and on these grounds alone I would strongly recommend your retention of the cut-stone.

6. The original design contains no stone, but is evident that steps and salient angles would be actually constructed in cut-stone at rates equal to those I have estimated, and if we raise the original estimate by the cost of these necessary works (and others noted below), and at the same time reduce my estimate by such stone as may reasonably be omitted, we still have the estimates about equal, though both will be in excess of *Rupees 1,80,000*.

7. In the majority of items, I have adopted the rates allowed in your office. They are fair and not excessive; where differences exist you will find my rates in excess. In "flooring" for instance you have allowed 5 *Rupees* for concrete flooring, while I have estimated for Cuddapah paving at *Rupees 30*. Plastering I have raised from *Rupees 3* to *Rupees 5* and so forth. Those items marked with an asterisk (*) I have taken from the original estimate.

8. In point of merit I would claim for my design superior accommodation, better lighting and ventilation, and greater flexibility for future additions.

*Proceedings of the Madras Government, Public Works Department,
30th April 1875.*

No. 745. ORDER THEREON, 30th April 1875, No. 1,214.

RAILWAY, No. 94.

HIS EXCELLENCY the Governor in Council approves of the Consulting Architect's design which has been submitted

with this letter for the South Indian Railway terminal station at Madras. It is evidently concurred in by all parties as the most suitable. It is estimated to cost *Rupees 1,96,029*, but if the provision for contingencies be raised to 10 per cent. as suggested by the Chief Engineer of the Company, the probable outlay will be *Rupees 2,05,000*. The plan and estimate will be forwarded for the sanction of the Government of India. Meanwhile arrangements should be made for the provision of a temporary passenger station at the goods station so that passengers may be booked as soon as the line is ready for traffic.

(Here enter No. 1,215, dated 30th April 1875.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. W. J. Lewis.
Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 30th April 1875.

No. 746.

No. 1,215.

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. 95.

SIR,—In continuation of my docket, No. 922, dated 7th April 1875, I am directed by His Excellency the Governor in Council to forward the accompanying correspondence with plan and estimate, amounting to Rupees 1,96,029, for the construction of a terminal passenger station at Madras in connection with the South Indian Railway.

2. It will be observed from the Proceedings quoted in the margin, copies of which are attached for ready reference, that the site and the character of the design most suitable for the terminal station of this Company, whose system when completed will embrace the richest and most populous districts of Southern India with a length of line of about 650 miles, have been the subject of prolonged discussion. The site near the Penitentiary at Madras was finally determined on, and it was decided to entrust the designing of the work to the Government Consulting Architect. The plan and estimate now submitted have accordingly been prepared by Mr. Chisholm. The plan has been concurred in by the Railway authorities and approved by His Excellency the Governor in Council; and I am to request that the sanction of the Government of India to the work may be communicated.

3. The Chief Engineer of the Company proposes to raise the provision for contingencies from 5 to 10 per cent., and if this be done the probable outlay will be Rupees 2,05,000.

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

Colonel, R.E.,
Secretary to Government.

Exd. W. J. Lewis.
Spare Copies

No. 524

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.
AGENT'S OFFICE,

NEGAPATAM, 12 April 1875

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

In July last year I submitted an alternative design for the terminal station building at Madras, which had been prepared by Mr. Chisholm, and I asked of Government would wish the Company to adopt it, in the event of its estimated cost not exceeding that shown in an estimate which had been forwarded previously with another design. Order N^o 2445 dated the 23rd August 1874 was passed thereon, in which the Consulting Architect was called upon to prepare an estimate of the cost of carrying out his design.

I now forward copy of Mr. Chisholm's plan and estimate, and of his letter dated the 23rd ult. which has this day reached me.

In sending these papers on to me the Chief Engineer observes "The estimate amounts to Rs. 196000 exclusive of Platforms against the approximate estimate furnished for my design of Rs. 180000 inclusion of platforms. The cost of the latter with flooring is about Rs. 22000."

Mr. Chisholm's design provides for more accommodation than mine; it is better adapted for future extension as business increases, and there cannot be two opinions as to its being, in an architectural point of view and worthy to be adopted as the terminal building in Madras for so important a line as the South Indian Railway, which will when completed aggregate in length about 600 miles, traversing many of the most important and wealthy localities in the Presidency.

Looking at the fluctuations in the prices of material especially of iron, and to the somewhat scanty and unskilful nature of the foundations likely to be met with, I think it would be wiser to allow ten per cent instead of five per cent for Contingencies, and if this be ~~added~~ added to the Estimates, Mr. Chisholm's will stand at Rs 205000 and mine at Rs 189000 or excluding platform (Rs 10000), for the sake of comparison Mr. Chisholm's estimate exceeds mine by Rs 26000, but it must be remembered, that mine allows for no Cut stone or Ornamentation whatever, and I think it would be nearly as expensive on the whole, and certainly much less rightly in the event of an upper story being added hereafter.

I regret the great delay which has occurred in dealing with this subject as it may have the effect of retarding the opening of the line for public traffic. Will you please obtain from Government as speedily as possible their decision as to which plan must be adopted.

is that Students may be sent to England for the requisite
non-roofing -

I have the honor to be,

Sir,

Your Most Obedt. Servt.

William B. B. B.

Agent

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway,

SIR,

Madras 23rd March 1875.

To The Chief Engineer
South Indian Railway

Sir,

I beg to lay before you my design and estimate for the Terminal Station of the South Indian Railway - The estimate exclusive of platforms amounts to Rs 1,96,000.-

The Abstract of the Original Estimate drawn out in your Office for this part of the Terminal Works shows a sum total of Rs 1,80,000 thus making a difference between the two estimates of Rs 16,000.

This difference of Rs 16,000 is more than covered in my estimate by the cost of Cut stone which amounts to Rs 20,000.-

In order to draw a comparison between the two estimates it will be necessary to exclude this item as the Original design contains no stone whatever. My estimate would then stand Rs 1,96,000 - 20,000 = Rs 1,76,000 plus the cost of platforms.-

Before examining the plans it will be well to dispose of this item of Cut stone and to decide how far it is a necessary adjunct of either design. - Looking at the positions I have chosen for the introduction of this material it will readily be conceded that a large quantity could be omitted entirely without in any way marrying the architectural effect, not to mention with regard to durability. All the stones it will be observed are placed at breaks in the walling as at the Capping and base to plinth, as in the Columns the lintels and jambs and generally in those places where buildings usually suffer from weather and usage, hence every stone taken away will more or less make a point easily pregnable to ordinary destructive forces and on these grounds alone I would strongly recommend your retention of the Cut Stone.-

The Original design contains no stone but is evident that steps and salient angles must be actually constructed in Cut Stone at rates equal to those I have estimated, and

Wm. Leggett

for Bankers

14.3.75

1875

Wm. Leggett

14.3.75

1875

I have raised the Original Estimate by the cost of these necessary works, (and others noted below) and at the same time reduced my Estimate by such items as may reasonably be omitted, we still have the Estimate about equal. Though both will be in excess of \$18000.00.

In the majority of items I have adopted the rates allowed in your Office. They are fair and not excessive, where differences exist you will find my rates in excess. In "flooring" for instance you have allowed 5¢ for Concrete flooring while I have estimated for Cuddapah flooring at \$50. Plastering I have raised from \$3 to \$5 and so forth. Those items marked with an asterisk * have been taken from the Original Estimate.

On point of merit, I must claim for my design, superior accommodation, better lighting and ventilation and greater flexibility for future additions.

I am Sir,
Your Most Obedt Servant
Chas. R. Nicholsy. *[Signature]*

[Signature]

Camp *[Signature]*

True copy
[Signature]
10/4/75

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 218.

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,

Adverting to the Proceedings of Government quoted in the margin, I have the honour to submit letter No. 524, dated the 12th instant, from the Agent of the South Indian Railway, forwarding copies of the plan and estimate prepared by the Consulting Architect for the passenger terminus at Madras, also copy of an explanatory letter from Mr. Chisholm.

* dated 10th July 1874. No. 1855A
— " 28th Aug. 1874 " 2445
— " 7th April 1875 " 921.

It will be seen that, allowing a margin of ten per cent. for contingencies, the cost of the building in question, according to the designs which have been prepared respectively by the Company's Chief Engineer and by the Consulting Architect to Government, is estimated at £1,79,000 and £2,05,000; there being a difference in favour of Mr. Logan's design of £26,000. I gather, however, that, in the opinion of both of these gentlemen, the additional advantages of Mr. Chisholm's design more than compensate for its additional cost. Mr. Chisholm claims for his design "superior accommodation, better lighting and ventilation, and

greater

greater flexibility for future additions." Mr. Logan admits that Mr. Chisholm's design provides for more accommodation, that it is better adapted for future extensions, and that in an architectural point of view it is more worthy of adoption.

3 Further explanation regarding the two designs will be obtained from the drawings themselves and from the papers now forwarded. It seems only necessary for me to solicit early instructions from Government regarding the design which they wish to be adopted. In my letter dated the 11th March 1875, No. 150, I mentioned that the delay which has already occurred is not unlikely to hamper the Company in opening the northern portion of the line, and in his letter which accompanies this

2.19.4.195

Thus the Agent expresses the same fear.
I have the honour to be,
Sir,
Your most Obedt Servant,
Mentworth H. Coll. Esq.

Meadas
15 April 1875
Cons. Engr. for Railway
Machines of the
Northern Counties
of the South Division
Railways

To
The Secretary to Government,
P. W. Department,
Fort Saint George.
Dated 15th April 1875
Recd. 17th April 1875
2 En. Meads

Mr. 1845-226
RAILWAY DEPARTMENT.
No. 218. Feb 4. 1875

18.6.6.1875/175 no 1738779
" 15.6.6.1875/174 no 1661186
" 25 June 173. 3769377
" 18.6.6.1875/173 no 1304131
" 21.6.6.1875/173 no 1094410
" 25.6.6.1875/172 no 11538456
" 18.6.6.1875/172 no 2934294
" 30.6.6.1875/171 no 51153716
" 10. July 174 no 18941893
" 28.6.6.1875/174 no 10449032
" 7.6.6.1875/175 no 1142414100
with 1201662

LIST of PAPERS sent in Circulation ~~prior to~~ on the 28th
February 1874 and not yet returned. 11

Department.	No.	Date.	Subject.	When sent out.
		1874		
Engr. Dept.	845	Feb 11	Long Engineer for	
	987	.. 1873 13	Railways	
	482	.. 1873 23		
			Regarding the	
			Bally pulley shaft	
			Accident -	
			The undersigned requests that	
			the Honble J. & Sir C. S. I. will be good enough	
			to return the papers specified above which	
			were circulated to him on the 28 th February	
			1874, if he had done otherwise	
			at that time. The undersigned	
			has been directed to return the	
			papers in question	
			For St. George	
			5 March 1875	
			Secy to Govt	

Col RB

Department.	No.	Date.	Subject.
82			

to the Department

Department.	No.	Date.	Subject.	When sent out
	28			
Wd	1186	2nd	Instructions as to the disposal of of records in the of records in the	
"	1187	10th	Instructions as to the disposal of of records in the of records in the	

LIST of PAPERS sent in

*Circulation prior to
and not yet returned.*

[illegible]

S.H.S.

S.H.B.
 Proceedings of the Board of Trustees
 Read the following

From

from
The Conf Engineers
for Railways } (N. E. No 218 of 10 April
1875)
G. O. No. 1214 of 30 April 1875

His Excellency the Governor in Council approves of the Consulting Architect's design which has been submitted with this letter for the South Indian Railway Terminal Station at Madras. It is evidently concurred in by all parties as the most suitable. It is estimated to cost Rs 19,60,29, but if the provision for contingencies

he priced to 10 per cent
as suggested by the
Chief Engineer of the
Company, the probable
outlay will be Rs 2,05,000.

The plan and estimate
will be forwarded for the
sanction of the Govern-

ment of India. In the mean-

while arrangements should
be made for the provision
of a temporary Passenger
Station at the Goods

Station so that pas-

sengers may be booked
as soon as the line is ready
for traffic.

N. C. No. dated

To: The Secy: to the Govt.
of India, B.H.D.

To: The Comr of Engg for Mys.
Dated 7-5-75

3030 30th Nov/71
17201- 18th July/72
2518 - 25th Oct/72
198 - 31st Jan/73
1855.8- 10th July/74
2445 - 28th Aug/74
921 - 7th April/75

Sir,
In continuation of my
docket No 922 dated 7th
April 1875, I am directed
by His Excellency the
Governor in Council
to forward the accom-
panying correspondence
with plan and estimate
amounting to Rs 1,96,029
for the construction of a
terminal Passenger Station
at Madras in connection
with the South Indian
Railway.

It will be observed
from the Proceedings
quoted in the margin,
copies of which are attached
for ready reference, that
the site and the character
of the design most
suitable

suitable for the terminal
Station of this Company
whose system when com-
pleted will embrace the
richest and most popu-
lar districts of Southern
India with a length of
line of about 650 miles.
have been the subject
of prolonged discussion.
The site near the Penitentiary
at Madras was finally
determined on, and it was
decided to entrust the
designing of the work to the
Govt. Consulting Architect.
The plan and estimate
now submitted have
accordingly been prepared
by Mr. Chisholm. The
plan has been concurred

in by the Railway
authorities and approved
by His Excellency the
Governor in Council.
And I am to request
that the sanction of the
Govt. of India to the work
may be communicated.

The Chief Engineer of the
Company proposes to
raise the provision for
Contingencies from 5 to
10 per cent, and if this
be done the probable
outlay will be Rs. 2,05,000.

LMR

Despatch 7-5-75 with 7 c/s of Govt.
1214 of 1875 & a copy of each of the
orders ^{noted} ~~alluded to~~ on the margin
of the letter & one estimate.
The plan despatch 31-5-75 in action case.

2517

Govt. of 1875: 313

PUBLIC WORKS.

To

The Engineer-in-Chief

Secy. to Govt. of Madras

From

Issued

Recd.

Encl.

G. O. 30 April. No. 1214
1215

Nos. 7114-745

746

Forwarding to the Government of
India the accompanying corre-
spondence, with plan and estimate
for the construction of a terminal
Passenger Station at Madras in
connection with the South
Indian Railway.

South Indian Railway Terminal
Station at Madras - Passing
orders on the letter of the
Consulting Engineer submitting
plan and estimate of the