

(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. | 2111      | Press |
| B.P. No. |           | Mis.  |
| Dated    | 26-7-1955 |       |

Not to be folded or roughly handled

(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. | 2112-13 | Press  |
| B.P. No. |         | Mis. — |
| Dated    | 2-6-7-  | 1875   |
|          |         | 195    |

Not to be folded or roughly handled

Account  
Public Works Dept.

Proceedings of the Madras Government

No. 2811  
Under date the 21<sup>st</sup> July 1875.

Adverting to G.O.  
No. 1137 dated 26<sup>th</sup> May  
1875 it is observed that  
after deducting from the  
Budget provision of Rs 10,547 for maintenance of  
Military roads at the  
Presidency, the sum of  
Rs 600 contributed to  
the Municipality, there  
will remain a balance  
of Rs 10,547. This sum  
will be added to the  
funds at the disposal  
of the Chief Engineer to

At

27-01-11 - 1903  
G.O. No. 859 to 731<sup>st</sup> March 1875

be

*Proceedings of the Madras Government, Public Works Department,  
21th July 1875.*

No 623. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R E, Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R E, Officiating Secretary to Government, Public Works Department, dated Madras, 14th July 1875, No 396 —

ADVERTING to the Proceedings of Government, under date the 10th and 25th June, Nos 1,642 and 1,780, I have the honor to lay before Government two letters\* from the Agent of the Madras Railway, furnishing

\* No 712, 6th July 1875, with two enclosures, and No 749, 13th July 1875 information upon the points noticed by the Government of India in their letter dated the 31st May 1875, No 1,363-R.

2 It will be seen that the Railway officials are now of opinion that it will not be necessary to double the line to the west of Avady, but that between Avady and Perambore the line must be doubled, in order to allow of the train service being efficiently worked, in connection with the special service which will be required for the harbour material. The Traffic Manager considers that between Veysarpaudy and Royapooram the line should also be doubled, but the Chief Engineer does not think this absolutely necessary, and the Agent recommends that it should be postponed until the experiment of working the traffic on a single line has had a fair trial.

3. With regard to the probable financial results of the harbour traffic, it is shown that the receipts, at six pies per ton per mile, will amount to Rupees 7,78,125, and that, allowing 40 per cent. for working expenses, the net profit will be about Rupees 4,66,875. The cost of doubling the line between Perambore and Avady, including the necessary additional sidings, is estimated by the Chief Engineer at Rupees 3,40,000; and the cost of converting 100 low-sided wagons to suit the stone traffic\* is estimated by the Locomotive Superintendent at Rupees 51,100, giving

\* Vide letter, No 371, 5th July 1875 a total expenditure of Rupees 3,91,100; and leaving a clear profit of Rupees 72,775.

4. I agree with the Railway officials in the opinion that any doubling of the line to the west of Avady is at present unnecessary. The contrary opinion which was expressed both by them and by myself was based upon imperfect data. At the time that my letter, dated the 12th April, No 204, was addressed to you, the figures contained in Mr Parkes' estimate had not been communicated to this office; and from a conversation with that gentleman I formed an incorrect estimate both of the amount of material to be earned from Tirutany and of the time within which the work was required to be done. The error became apparent as soon as the correct figures were ascertained. Between Avady and Perambore I am of opinion, for the reasons stated in the enclosed papers, that the line should be doubled; but I agree with the Agent that between Veysarpaudy and Royapooram it will not be necessary to double the line, at any rate in the first instance.

5. It must be borne in mind that the estimate of the receipts from the harbour traffic, contained in the enclosed papers, is based upon the assumption that 300,000 tons of stone will be brought from Tirutany, a distance of 51 miles from Madras. The Superintendent of the Harbour Works is however uncertain whether it will be necessary to bring any material from a greater distance than Umbatoor, and, in that case, the gross receipts would be reduced by nearly one-half, from Rupees 7,78,125 to Rupees 3,93,750, and the expected profits would disappear altogether.

be employed as may  
 be found necessary during  
 the year.

*[Faint, mostly illegible handwritten notes in the left margin]*

Sc Exp - 11-10-75  
 Dist. Eng. Presidency 5  
 Comd. P. W. Accounts 5

The original Budget allotment for repairs, Military to the Presidency District was Rs 76,147. Out of this sum, Rs 60,000-7747 were held at the disposal of the Chief Engineer in C.E. receipt of 31<sup>st</sup> March 1875, thus leaving the allotment to

Rs 16,147  
 In G.O. No. 1751 dated 4<sup>th</sup> May 1875 Rs 10,000 were ordered to be for the good contribution to the Municipality instead of Rs 16,147, shall the difference Rs 10,527 be credited to the Revenue or placed at the disposal of the Chief Engineer?

For ready reference, the following G.O. are forwarded:  
 G.O. No. 1589 dated 31<sup>st</sup> March 1875  
 G.O. No. 1751 dated 4<sup>th</sup> May 1875  
 G.O. No. 1757 dated 26<sup>th</sup> May 1875  
 G.O. No. 1052 dated 29<sup>th</sup> Aug 1874

*[Signature]*  
 13/7/75

Proceedings of the Madras Government, Public Works Department,  
21st July 1875.

Proceedings of the Madras Government, Public Works Department,  
21st July 1875.

As bearing upon this point, it must be explained that the low rate of 6 pice per ton per mile was first quoted by the Railway Authority in connection with the Madras Harbour in 1865, when the port of a breakwater was under consideration, and when it was proposed that the wharves should be built from Tuticoryn. The estimate was however changed considerably if the line is to be extended from 61 miles to 10 miles; and it is to be observed that the rate will have to be increased. It is not to be forgotten that the extension of the Railway would be furthered by a branch work which involves such heavy outlay, with a total of only 10 miles at a rate of only 6 pice per ton per mile.

Under the explanation now given, I trust that the Government will be pleased to sanction the doubling of the line between Perambore and Avady. If the construction of that branch is to be pushed forward, it is to be noted that the line should be kept in good working order.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to the Secretary to the Government, dated 23rd June 1875, No. 422.

With reference to your letter of the 11th inst. and the enclosure I have the honor to forward herewith the estimate of the cost of doubling the line between Perambore and Avady, and the estimate of the cost of doubling the line between Perambore and Tuticoryn. The estimate of the cost of doubling the line between Perambore and Avady is Rs. 60,500, and the estimate of the cost of doubling the line between Perambore and Tuticoryn is Rs. 3,10,000.

2. In these letters information is given as to the advantages to be derived from the doubling of the line, and the quantity of material which will have to be excavated over the line for the harbour duty, the number of trains which will be required to run over the line, and the cost of the work. Both of the reports show the profit to the Railway Company, and the cost of the work. The cost of the work is Rs. 60,500 for the doubling of the line between Perambore and Avady, and Rs. 3,10,000 for the doubling of the line between Perambore and Tuticoryn. The cost of the work is Rs. 60,500 for the doubling of the line between Perambore and Avady, and Rs. 3,10,000 for the doubling of the line between Perambore and Tuticoryn.

3. There is a further point to be considered, and that is the cost of the work. The cost of the work is Rs. 60,500 for the doubling of the line between Perambore and Avady, and Rs. 3,10,000 for the doubling of the line between Perambore and Tuticoryn. The cost of the work is Rs. 60,500 for the doubling of the line between Perambore and Avady, and Rs. 3,10,000 for the doubling of the line between Perambore and Tuticoryn.

4. The question of the cost of the work is a very important one, and it is to be noted that the cost of the work is Rs. 60,500 for the doubling of the line between Perambore and Avady, and Rs. 3,10,000 for the doubling of the line between Perambore and Tuticoryn.

5. Looking at the matter from another point of view, it will be seen that the cost of the work is Rs. 60,500 for the doubling of the line between Perambore and Avady, and Rs. 3,10,000 for the doubling of the line between Perambore and Tuticoryn.

6. There is, moreover, no doubt in my mind that a double line to Avady would be advantageous to the Company for general purposes. Indeed, I should like to see the line doubled to Trivellore, between which station and Madras a very large festival traffic exists, as I think such a measure would tend to the safe and more regular working of the general traffic. This however is a question into which I need not enter, as it is a measure which cannot at present be justified on financial grounds. It is however shown in the enclosed reports that the profit which the Company may calculate upon from the harbour traffic quite justifies the expenditure that will be required for laying a double line from Perambore to Avady, and this, I trust, will be sanctioned.

7. With reference to the concluding remark in the letter from the Government of India, which I understand to mean that the harbour itself should bear the cost of the work of doubling the line, I think it probable that the Board of Directors will stipulate that the Company shall in that way be relieved of some portion at least of the expenditure which will be primarily incurred for the specific purpose of enabling us to do the work required for the harbour.

8. The question will be submitted to the Board for instructions, and in the meantime I shall be glad to receive the orders of the Government at as early a date as possible.

From B. ANDERSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 23rd June 1875, No. 422.

Referring to your letter, No. 1,915, of 8th instant, forwarding Traffic Manager's letter, No. 677, of the same date, and to your endorsement, dated 12th instant, on Consulting Engineer's letter, No. 660, dated 11th idem, I beg to state that I have very carefully considered the question as to the necessity for doubling the line to Arcunum in connection with the supply of materials for the Madras Harbour.

2. There are three separate and distinct questions to be considered in this matter:  
1st—The necessity for doubling the line between Royapooram Terminus and Veysarapady junction.

2nd—From Perambore (between which station and Veysarapady junction there is already a double line of rails) to Avady, and,

3rd—From Avady to Arcunum.

3. As regards the section between Royapooram and Veysarapady junction, I am of opinion that this length may without inconvenience be worked without incurring the expense of doubling the line. No goods trains run to Royapooram, and but few passenger trains, and, although all engines required to work the traffic from the Central Station are stalled at Royapooram, and consequently a number of what are styled "empty engines" run backwards and forwards between Royapooram and Veysarapady during the day, yet, as the distance is so short, only 1 mile 16 chains, and as this length is worked under the advantages of the block system, I cannot but think that the harbour traffic may be worked without risk of delay in addition to the traffic at present in existence. The cost of doubling the line over this length would be about Rs. 60,500, and it is quite certain that the double line would not be required after the completion of the harbour, so that the Railway would derive no permanent advantage from an expenditure which, as I believe, may be avoided.

4. Between Perambore and Avady, however, the conditions are different. All the traffic, goods, passenger, and special festival of both North and South-West-Janes runs over this length, and, considering the long mileage of our through trains, I do not think that so large a number of extra trains, as will be required for the Harbour Works, could be run, as they must inevitably be run, at uncertain and irregular times, without great risk either to interruption of the regular traffic or delay to the harbour material traffic. I am strongly of opinion that this portion of the line should be doubled. The estimated cost is about Rupees 3,10,000 including extra sidings.

Govt. of 1875 Madras

PUBLIC WORKS.

W. S. Perry.  
Controller

1875

1875

1875

1875

No. 832

Maintenance of Militia  
at the Presidency -  
balance of Rs: 10,547.  
in the Budget, provided  
for the — to be  
added to the funds  
at the disposal of the  
Chief Engineer.

*Proceedings of the Madras Government, Public Works Department,  
24th July 1875.*

required at Perambore and Avady, but the expected profits from the harbour traffic will justify this expenditure

5 According to Mr May's estimate 960,000 tons of laterite will be required from the Umbatoor quarries, and 300,000 tons of granite from Tirutany. The value of this traffic to the Railway at 6 pies per ton per mile would be—

|                              |          |
|------------------------------|----------|
| 960,000 for 10 miles .. .. . | Rs       |
| 300,000 for 51 miles .. .. . | 3,00,000 |
|                              | 4,78,125 |

Total .. 7,78,125

and allowing, say, 40 per cent for working expenses, a very liberal allowance where we are saved all cost of loading and unloading charges, &c, &c, the net profit to the

|                          |          |
|--------------------------|----------|
| Railway would be .. .. . | Rs       |
| Less 40 per cent .. .. . | 7,78,125 |
|                          | 3,11,350 |

Total .. 4,66,975

Now, if to the estimated cost of doubling the line be added the probable cost of converting 100 open-sided goods wagons to suit the stone traffic, say, Rupees 60,000, the actual profit to the Railway will be as follows —

|                                                     |          |
|-----------------------------------------------------|----------|
| Net profit on carriage of stone as above .. .. .    | Rs       |
| Cost of double line from Perambore to Avady .. .. . | 4,66,975 |
| Cost of converting 100 wagons .. .. .               | 3,40,000 |
|                                                     | 60,000   |
|                                                     | 4,00,000 |

66,875

the harbour traffic therefore will leave us with a clear profit of Rupees 66,875, and a very material improvement to our existing line

6 As to the line from Avady to Arconum the tonnage to be carried over this length amounts to only 300,000 tons, and I cannot see why it should not be conveyed over our present single line without any risk of delay, or of interruption to existing traffic. I see no reason on economic or other grounds for recommending a double line on this length

From H E CHURCH, Esq, Traffic Manager, to R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated Madras, 3rd July 1875, No C 677 A 4 M

*Doubling the line between Madras and Arconum.*

Consulting Engineer's letter, dated 11th ultimo, No. 669, covering a letter from the Government of India, to the Secretary to the Government of Madras, dated 31st May, No. 1,363 R.

2 We have now the authority of Mr. May, the Engineer in charge of the Harbour Works, for stating that, within a year from the time of commencing operations 2,000 tons of laterite and stone will be required daily from Umbatoor and Tirutany. Allowing 9 tons for each wagon, and thirty-five wagons for each train, the 2,000 tons will involve the running of six trains each way daily between Royapooram and Umbatoor at least.

2 Under the present service of trains there are twelve trains or engines each way daily between Royapooram and Veyarpaudy Junction, and six or seven trains each way daily between Perambore and Arconum, besides extra goods trains which are run when required, at an interval of three months. So that on nine days during the year there are at least, no trains each way daily between Madras and Tirutany, and it is to this fact that we must refer as the reason why beyond the capacity of a single line situated as the Madras Railway is with regard to through trains performing journeys of three or four hundred miles

*Proceedings of the Madras Government, Public Works Department,  
21st July 1875.*

3. Between Royapooram and Veyarpaudy Junction I have no hesitation in saying that the six material trains, in addition to the present service of twelve trains or engines each way daily, cannot be worked, with that regularity which will probably be required of us, without a double line, and this absence of regularity may frequently interfere with the regular working of trains performing long journeys. At the same time I do not apprehend any danger in working the traffic beyond the risk in separable from a temporary block at one end or the other of the single line, and if allowances will be made for irregularities in time, the experiment of working over this short length of single line might be tried. Between Veyarpaudy and Perambore a double line exists, but beyond Perambore we have only a single line, and the only way so many trains could be worked over a single line would be by increasing the number of crossing stations, at intervals of every 4 miles, and working these sections entirely on the block system. That is to say our present system, which provides for the movement of trains out of the usual course, by the Divisional Officer or a duly qualified Station-master, must be abandoned, and the trains must be worked between each crossing station, entirely at the discretion of the block signallers. I do not recommend such a system, nor do I think that it could be made to work with any degree of regularity, as through trains going out and coming into Madras might be delayed from 15 to 20 minutes at each block station, to say nothing of our inability to find sufficiently reliable men in this country to conduct so important a duty, situated as they will be beyond any control whatever. On no other system that I am acquainted with could so many trains be worked over a single line.

4 Although the bulk of the material will be required from Umbatoor, yet I would not also de the extension of the double line between Umbatoor and the present station at Avady, in order to save the cost of constructing a station at Umbatoor, and the permanent cost of maintaining a staff after the whole of the material has been carried, for it is not probable that a station at Umbatoor will ever pay its working expenses, while a very small addition to the present staff at Avady will meet all the requirements of the double line.

5 On the question of the extra not lost which might be earned if double trains were used, the Executive Superintendent writes as follows — "A single engine could work trains of forty 9 ton wagons between Avady and Madras, double trains cannot with safety consist of more than sixty wagons, unless the centre chains, engine and wagon drawbars and drawbar springs are strengthened."

6 Taking the quantity of material required for the Harbour Works at 960,000 tons from Umbatoor, and 300,000 tons from Tirutany, the revenue to be derived from this traffic would be Rupees 7,78,125, and setting down the working expenses at 40 per cent, the profit would be Rupees 4,66,975 which would amply provide for doubling the line between Royapooram and Veyarpaudy, and between Perambore and Avady, as well as for additional rolling stock, and for interest on money, and on the completion of the Harbour Works the Company will be in possession of a double line between Madras and Avady, without any addition to the capital account, which cannot fail to be advantageous for general purposes, and will certainly be an immense public convenience.

From R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, to Lieut - Colonel J H M SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 14th July 1875, No 719

I have the honor to inform you that the Chief Engineer states with reference to your letter, No 774 of the 9th instant, that the estimate for doubling the line between Perambore and Avady, forwarded with his letter No 292 of 10th April last, provides only for way and works for a double line between these two stations, at a cost of Rupees 2,86,894

2 Mr Percival Anderson states that in his letter, No 452 of 23rd ultimo, however, he has roughly allowed for extra sidings and other alterations that doubling the line will entail, hence his being the cost at Rupees 3,10,000.

Proceedings of the Madras Government, Public Works Department.  
21st July 1875.

No. 624

Original v. 20th July 1875, No. 2,112

RAILWAY, No. 57

The Hon. the Government in Council have considered the papers, and have decided that the proposed doubling of the line between Perambore and Avady, at all points of the section between Royapuram and the Vengaloor Junction, is not necessary for the doubling of the line, and that the question may well be postponed till a final decision is reached on the doubling of the line.

2. The Government of India will accordingly be requested to sanction the doubling of the line from Perambore to Avady, at all points of the section between Royapuram and the Vengaloor Junction, with necessary sidings, as estimated at Rs. 3,40,000.

(Here enter No. 2,112 dated 20th July 1875)

(H. S. L. S.)

Major, R.E.

Off. Joint Secretary to Government

To the Consulting Engineer to Railways  
Superintendent, Madras Harbour Works

For A. Grubert  
Spare Copies

PUBLIC WORKS DEPARTMENT,  
OOTACAMUND, 24th July 1875.

No. 625.

No. 2,113

FROM

MAJOR J. O. HASTED, R.E.,  
Officiating Joint Secretary to the Government of Madras,  
Public Works Department,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,  
Public Works Department

RAILWAY, No. 57.

No. 1,363, R., dated 31st May 1875  
" 1,166, R., " 9th June "

No. 2,112, dated 24th July 1875

Sir,—Adverting to your letters quoted in the margin, I am now directed to submit the information required in connection with the proposal for doubling a portion of the Madras Railway line to admit of conveyance of material for the Harbour at Madras. It will be seen from the enclosed Proceedings that the Honorable the Governor in Council, after consideration of the papers which are now before Government, is not of opinion that it will be necessary to sanction the doubling of more than the section between Perambore and Avady, at all events till actual working has clearly demonstrated the necessity for any further length of double line.

2. I am accordingly to request that the early sanction of the Government of India may be communicated to the proposal to lay an additional line of rails with necessary siding accommodation between Perambore and Avady, the estimated cost of which is set down at Rupees 3,40,000

3. I am to request that the orders of the Government of India may be communicated by telegraph.

I have the honor to be,

Sir,

Your most obedient servant,

Major, R.E.,

Off. Joint Secretary to Government.

Edw. A. Grubert  
Spare Copies

No. 712

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 6<sup>th</sup> July 1875.

From

J. B. C. Lewis Esq.  
Agent and Manager, M. & C.

To

Mr. C. H. Williams Esq.  
Consulting Engineer for Railways

SIR,

I all reference being made to the  
letter of the 11<sup>th</sup> inst. and also to the  
letter of the 1<sup>st</sup> inst. in relation to the  
proposed doubling of the railway, I have  
the honor to forward herewith for your  
information to a copy of the letter from the  
Government and the Engineer in reference  
to the subject of the proposed doubling of a  
part of the railway, as well as the views of  
the Government and the Engineer for the  
construction of the additional Main line.

In these letters a statement is  
afforded upon the following points which  
by the Government of India, namely, the  
quantity of material which will have to  
be carried over the line of the Main line  
during the number of hours which will be  
the number which will be necessary when  
the work for the Main line is not at all  
and the question of increasing the  
B. & C. of the railway is the subject of the  
Railway Company of India for the Main line.

138

the (annex) of the materials, and the (copy  
the (annex) gives the estimated cost of doubling the  
line-between (Paysan) and (Paysan) (Paysan)  
(Rs 60500) and between (Paysan) and (Paysan)  
(Rs 30000) - Having now learnt from the (copy  
the quantity of slaves that will be required for  
Yentany, we are all agreed that it is not  
necessarily at present to double the line beyond  
a (copy

There is a difference of opinion  
between the (copy (Paysan) and the (Paysan)  
(Paysan) as to the position of (Paysan)  
(Paysan) and (Paysan) - but while  
the (copy advocates the construction of a  
second line between these points, he also  
thinks it does not afford any danger in  
working the expected traffic on a single line -  
He is therefore that great weight should  
be attached to the fact that for the working  
traffic a single line is sufficient, and  
that after the Harbour traffic is over, a  
double line between (Paysan) and  
(Paysan) would not be of any value  
to the Company. The question of  
doubling the line between these points  
may therefore be postponed until the  
question of doubling the line is decided  
and a fair trial

4 The question then remains as to  
whether it is necessary to double the lines  
between Preamble and Article, I think also  
the place from where the dates are to be  
obtained, being about 5 miles East of the  
latter station.

Looking at the number of towers  
that will be used to be run the towers their points;  
and the more we must depend upon for  
the safety of the traffic, I don't think that  
we can safely undertake the Harbour  
works without a double line of air lines;  
by the

I have no more any doubt in my  
 mind that a double line of fortification  
 would be a great advantage to the Company of our  
 purposes. Indeed I should like to see the  
 line doubled to the mouth of the river which  
 station and attack as a strong angle for the  
 sufferer's eyes, as I think such a measure  
 would lead to the success, and would be quite an  
 advantage of the general affairs. There  
 however is a question as to which I should  
 rather, as it is a measure which cannot be  
 at present to be justified on financial grounds.  
 It is however shown in the enclosed report  
 that the profits which the Company  
 may calculate upon from the station  
 would be quite sufficient to pay the expenses.

# Mathias Falla

The Agency is authorized

Inc. 2011

1. 1. 1.

198  
that will be required for laying a double  
line from Benares to Allahabad, and that  
I must not be sanctioned.

I am, however, to the concluding  
of the proposition from the Government  
of India, which I understand to mean  
that the Harbour itself should bear the  
cost of the work of doubling the line. I  
think it probable that the Board of  
Revenue will stipulate that the Company  
shall in that way be relieved of some  
portion at least of the expenditure which  
will be primarily incurred for the specific  
purpose of enabling us to do the work  
agreed upon for the Harbour.

The question will be submitted  
to the Board for consideration, and in the  
meantime I shall be glad to receive  
the Orders of the Government at as early  
a date as possible.

I have the honour to be,  
Sir,

Your most Obedient Servant

W. P. Baker  
Agent & Manager.

INDIAN RAILWAY.

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105

106

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108

109

110

111

112

No. 749

MADRAS RAILWAY

AGENT AND MANAGERS OFFICE

Madras, 13<sup>th</sup> July 1875

The Agent and Manager of the M & Co.

Respected J. H. M. Shaw-Stewart, R.E.  
Consulting Engineer for Railways

I have the honour to inform you that the Chief Engineer's letter with reference to your letter of 10<sup>th</sup> 7/74 of the 9<sup>th</sup> instant that the Estimate for doubling the line between Perambore and Madras is submitted with his letter of 12<sup>th</sup> 7/74 of 10<sup>th</sup> instant last provides only for one and a half miles for a double line between these two stations, at a cost of Rs 2,86,894.

The Dorisford Master now states that in his letter No 1152 of 23<sup>rd</sup> ultimo. However, he has recently allowed for extra siding's and other alterations that doubling the line will in fact, lower his fixing the cost at Rs 3,11,000.

I have the honour to be  
Yours most obedient servant  
J. H. M. Shaw-Stewart  
Agent & Manager

MADRAS RAILWAY

For the Agent & Manager

13<sup>th</sup> July 1875

13<sup>th</sup> July 1875  
J. H. M. Shaw-Stewart

Received by the  
Agent & Manager  
of the Madras Railway  
on 13<sup>th</sup> July 1875  
at Madras

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 1363 R. Madras 14 July 1875

From  
LIEUT. COLONEL J H M SHAW STEWART, R.E.,  
Consulting Engineer for Railways,

To *Mr. A. Mullins (R.E.)*  
~~Colonel W. WALKER, R.E.,~~

*Offy.* Secretary to Government,  
Public Works Department,  
Fort Saint George.

Sir,  
Referring to the Proceedings  
of Government under date the 10<sup>th</sup> inst 25<sup>th</sup>  
June, Nos 1042 and 1480, I have the  
honour to lay before Government two  
letters from the Agent of the Madras  
Railway, furnishing information upon  
the points noticed by the Government  
of India in their letter dated the 31<sup>st</sup>  
May 1875, No 1363 R.

2  
It will be seen that the  
Railway officials are now of opinion  
that it will not be necessary to double  
the

No 12  
6 July 75  
inc 10  
inc 10  
The 4<sup>th</sup>  
10 July 75

MADRAS RAILWAY

TO THE GOVERNMENT

26-2-75

Recd  
13<sup>th</sup> July 1875  
14<sup>th</sup> July 1875

Regarding the  
statement of expenditure  
of the Madras Railway  
for the year 1874-75

*Mr. A. Mullins*  
*4/7/75*

the line to the west of Brady; but  
that between Brady and Pembroke the  
line must be doubled, in order to allow  
of the same service being efficiently  
worked, in connection with the special  
service which will be required for the  
hazardous material. The Traffic  
Manager considers that between Key-  
saw and (Payasomani the line  
should also be doubled; but the  
Chief Engineer does not think this  
absolutely necessary, and the  
Agent recommends that it should  
be postponed, until the experiment  
of working the traffic on a single line  
has had a fair trial.

3 With regard to the  
probable financial results of the hazardous  
traffic, it is shown that the receipts,

at 6 piers per ton per mile, will amount  
to £ 7,72,125; and that, allowing <sup>25%</sup> 40  
per cent for running expenses, the net  
profit will be about £ 4,66,875. The  
cost of doubling the line between  
Pembroke and Brady, including the  
necessary additional sidings, is  
estimated by the Chief Engineer at  
£ 2,40,000; and the cost of converting  
100 loaded wagons to suit the shoe  
traffic is estimated by the Locomotive  
Superintendent at £ 52,100; giving a  
total expenditure of £ 2,92,100; and  
leaving a clear profit of £ 72,775.  
I agree with the Railway  
officials in the opinion that any  
doubling of the line to the west of  
Brady is at present unnecessary. —  
The contrary opinion which was  
expressed

x  
revised  
2034/  
5/11/75

expressed both by them and by myself  
was based upon imperfect data.

At the time that my letter dated  
the 12 April, No 204, was addressed to  
you, the figures contained in Dr  
Parton's estimate had not been com-  
municated to this office; and from  
a conversation with that gentleman  
I formed an incorrect estimate both of  
the amount of material to be carried  
from Lichang, and of the time within  
which the work was required to be  
done. The error became apparent as  
soon as the correct figures were ascer-  
tained. Between Hardy and  
Drambuie I am of opinion, for the  
reasons stated in the enclosed paper,  
that the line should be doubled; but  
I agree with the Agent that between  
Weyangpau and

Weyangpau and Weyangpau if  
will not be necessary to double the  
line, at any rate in the first instance, &c.

It must be borne in  
mind that the estimate of the receipts  
from the Lichang traffic, contained in  
the enclosed paper, is based upon  
the assumption that 30,000 tons of  
tea will be brought from Lichang, at  
a distance of 50 miles from Lichang.  
The Superintendent of the Lichang  
Niche is however uncertain whether it  
will be necessary to bring any material  
from a greater distance than Lichang;  
and in that case, the gross receipts  
would be reduced by nearly one half  
from 2,775,000 to 1,387,500; and the  
expected profits would disappear  
altogether.

It bearing upon this  
point

point, it must be explained that the rate of 6 pios per ton per mile was first quoted by the Railway Committee in connection with the Itapira harbour in 1868, when the project for a treaty was under consideration, and when it was proposed that the whole material should be brought from Chili. The conditions are however changed most materially if the rate is to be reduced from 57 miles to 10 miles; and under those circumstances I am of opinion that the rate will have to be reconsidered. It is more than doubtful whether the interests of the railway would be furthered by undertaking a work which involves such heavy outlay, with a load of only 10 miles and at a rate of

of only 6 pios per ton per mile.

298

Under the explanation now given, I trust that the Government of Bahia will be pleased to sanction the doubling of the line between Perambro and Avady. If the construction of the harbour is to be pushed on, it is of importance that no time should be lost in placing the double line between those points in working order.

Yours sincerely

The  
Hon. Mr. Secretary  
V. M. de Almeida  
Engineer for Railways.



16 May 1875-7-75  
should be doubled if  
the Railway Company are  
to undertake the work  
of carriage. The necessity  
for doubling the section  
between Royapuram and  
the Veyyarapudy junction  
has not been so clearly  
shown, and this question  
may well be postponed  
till actual trial has  
shown the necessity or  
otherwise of the measure.

The Govt of India  
will accordingly be re-  
quested, to sanction the  
doubling of the line from  
Dumfries to Lady Station,  
the cost of which, with  
necessary sidings, is calcu-  
lated at Rs 3,40,000

(H.E. No 2113 dated  
14th July 53)

To The Secy. to the Govt. of India  
Public Works Dept.

*John*

advertising to your  
letter quoted in the  
margin I am now  
decided to submit the  
information required in  
connection with the pro-  
posal for doubling a  
portion of the Madras  
Railway line to admit  
of emergency of material  
for the Harbour at  
Madras. It will be  
seen from the enclosed  
Proceedings that the  
Honble

1858 Sept. 27. Bay 190  
1858 Oct. 10.

22/7

11

MS. A. 9. 2. 15. 7-18  
 Should the Governor-in-Council  
 after consideration of the  
 papers which are now before  
 Govt. is not of opinion that  
 it will be necessary to  
 sanction the doubling of more  
 than the section between Sham-  
 bore and Brady, at all  
 events till actual surveying  
 has clearly demonstrated  
 the necessity for any further  
 length of double line.

I am accordingly to request that the early sanction of the Govt of India may be communicated to the proposal to lay an additional line of Rails with necessary siding & accommodation between Preamble and Anadyr.

the estimated cost of <sup>\$5</sup> \$2  
which is set down at

£ 340,000

30 sec 8

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Govt. of India  
PUBLIC WORKS.

The Engineer-in-Chief  
Bengal

D. D. D. D. D.

1875

For the purpose of the  
Bengal Public Works  
Department, it is  
the duty of the  
Engineer-in-Chief  
to submit to the  
Government a  
statement of the  
works done during  
the year.

2623/25