

(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.	2137-38	Press
B.P. No.		Mis.
Dated	26-7-195	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th July 1875.*

No. 680 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, 16th July 1875, No. 401 —

In reply to the Order of Government, dated the 26th May 1875, No. 1,464, No. 735, 14th July 1875 I have the honor to forward a letter from the Agent of the South Indian Railway, with enclosed report from the Chief Engineer, in which Mr. Logan explains the causes of delay in opening the Northern Extension, and states that he hopes to have the line open to Tindivanam early in next year.

2. The probable dates of opening the several sections of the extensions, as accurately as they can at present be calculated, were communicated to you yesterday by telegraph. They are as follows —

<i>Southern Extension</i>			
Trichinopoly to Madura	96 Miles	2nd August 1875	
Madura to Tinnevely and Tuticorin	119 "	15th Nov "	
<i>Northern Extension</i>			
Madras to Chingleput	35 Miles	1st October 1875	
Chingleput to Tindivanam	10 "	Feb 1876	
Tindivanam to Cuddalore	52 "	July "	
Cuddalore to Combaconum	67 "	Dec "	
Combaconum to Tanjore	22 "	July "	

It must however be understood that these dates do not provide for the completion of the large bridges over the Palar, Panar, Guddelum, Vellaur, Paravcnar, and Coleroon rivers

From W. S. BITTS, Esq., Agent, South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 14th July 1875, No. 735

Your letter No. 367, of the 9th ultimo, I attach hereto copy of the Chief Engineer's report (No. 517, of the 10th instant,) upon the probable date of opening, for public traffic, of a section of the Northern Extension starting from Madras

From D. LOGAN, Esq., Chief Engineer, to W. S. BITTS, Esq., Agent, South Indian Railway, dated Trichinopoly, 10th July 1875, No. 517

With reference to your No. 1,936 and G. O. No. 1,464, calling for information as to when the line is expected to be open to Tindivanam, I regret that I so overestimated our probable rate of progress as to lead Government to expect an opening to Tindivanam which cannot be accomplished

2. I did not anticipate that our difficulties in getting labor and material would continue to be so great as has been the case. These difficulties have been and continue to be considerable, and it is only by patience and perseverance that I can hope to get along, unless we are prepared very largely to increase the cost both of labor and material. The body of the skilled labor (e.g., masons, bricklayers, &c.) employed between Madras and Tindivanam, and especially on Districts 4, 5, and 6, have to be imported. I find that with a multitude of small works, the materials for which cannot be got in quickly, it is not possible to keep a large body of men employed on any one district, and therefore we are obliged to work with comparatively few hands, that is few as compared with the number that could be employed were all stone, lime, and other materials ready for use at nearly all the works at once, and thus we find it impossible, within reasonable rates, to accomplish

Proceedings of the Madras Government, Public Works Department,
26th July 1875.

3 I feel confident that the Engineers have worked hard and have done the best to push on, especially on the districts where we have met with most difficulties in this way, and therefore although the Government of India characterizes the progress as "slow," and I cannot say that it has been rapid, I would beg for a consideration of the difficulties with which I have had to contend

4 I had hoped to have had the permanent-way laid up to near Chingleput by this time, but we had not the material to do it with. Mr. Fox, one of our Consulting Engineers in London, writing to me last month, remarks "we are sorry that you should have been delayed for want of sleepers, this arose simply from the fact of there being no sleepers in this country at that time; they are now being pushed forward as fast as the manufacturers can manage."

5 My last estimate of the probable date of opening to Chingleput was 1st October, and I still hope to be able to accomplish this, and within the year be able to run an engine up to the River Palar, at 42 miles 65 chains from Madras, but it will be some time in the beginning of next year before we can hope to run on to Tindivanam; an estimate of the exact date is difficult to give at present, but if the coming monsoon is not excessive I hope by January or February next to run through to Tindivanam

6 I trust Government will accept my assurance that I am using my best efforts to keep clear of all avoidable delay in the construction of the line. No one can be more anxious than I am to see it open and at work, and if there are any measures that can be suggested, in addition to those now in force, whereby the work may be expedited, I shall gladly give them a trial

No 631.

ORDER THEREON, 26th July 1875, No 2,137

RAILWAY, No 63

ORDERED that these papers be forwarded to the Government of India, with reference to their letter, No 1,194 R, dated 12th May 1875, and in continuation of telegram dated 16th July

(True Extract)

(Signed) J. O. HASTED, Major, R E.,

Officiating Joint Secretary to Government

No 682

(DOCKET No. 2,138, dated 26th July 1875)
Copy of the above forwarded to the Government of India

(True Extract)

Major, R E.,

Offg Joint Secretary to Government.

Ed S T Austin.

Spare Copies

No. 735

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 14th July

1875

From

THE AGENT,

~~GREAT~~ Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Dear Sir No 367 of the 9th July
I enclose herewith copy of the Chief
Engineer's report (No 517 of the 10th
July) upon the probable date of
opening, for public traffic, of a
section of the Northern Extension
starting from Madras.

I have the honor to be
Sir

Your most obedient servant

William B. Smith
Agent

W.B.S.

railway Department.

CONSULTING ENGINEER'S OFFICE.

No 517.

South Indian Railway
Chief Engineer's Office
Madras 18th July 1878

M. S. Petto Esquire

My dear Sir,

With reference to your letter of 12/10/36 and
P. O. No 424 calling for information as to when the line
is expected to be open to Chidambaram, I regret
that I so much estimated our probable rate of progress
as to lead Government to expect an opening to
Chidambaram which cannot be accomplished.

I did not anticipate that our difficulties
in getting labour and material would continue to
be so great as has been the case. These difficulties
have been and to continue to be considered and
it is only by patience and perseverance that I
can hope to get along, unless we are prepared very
largely to increase the cost both of labour and material.
The body of the skilled labour (e.g. masons & bricklayers)
employed between Madras and Chidambaram and
especially on Districts 4, 5 & 6 have to be imported.
I find that with a multitude of small works the
materials for which cannot be got in quickly it is

unusually in my mind, ...
calculated

11/11/37
2/1/38

15 July 1878

G.O. 26th July 1878
12/11/38

not possible to keep a large body of men employed on any one District and therefore we are obliged to work with comparatively few hands, this is true as compared with the number that could be employed were all stone, lime and other materials ready for use at nearly all the works at once - and this we find it impossible, within reasonable limits to accomplish -

I feel confident that the Engineer have worked hard and have done their best to push on especially on the Districts where we have met with most difficulties in this way; and therefore although the Government of India characterizes the progress as "slow", and I cannot say that it has been rapid I would beg for a consideration of the difficulties with which I have had to contend -

I had hoped to have had the Prince of Wales way laid up to near Chingleput by this time but we had not the material to do it with - Mr Fox, one of our Consulting Engineers in London, writing to me last month remarks "we are sorry that you should have been delayed for want of sleepers, this arose simply from the fact of there being no sleepers in the country at that time - they are now being pushed forward as fast as the manufacturers

in quantity -

calculated

No. 401. Madras 16 July 1875

"Can I merge?"

The last estimate of the probable date of opening the line was for October and still hope to be able to accomplish this, and within the year be able to run an engine up to the line. At 42 miles 65 the same station, but it will be some time in the beginning of next year before we can hope to run on the line. I am estimating at the worst state of it is difficult to give at present but if the coming season is not too bad I hope by January or February next to run through to the terminus.

I trust Government will accept my assurance that I am using my best efforts to keep the line of all avoidable delay in the construction of the line. We are now more anxious than ever to see the line open and at work and if there are any measures that can be suggested in relation to the line in force whereby the work may be expedited I shall gladly give them a trial.

Yours faithfully,
E. J. P. Jones
 Chief Engineer

calculated

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 401. Madras 16 July 1875

From

LIEUT COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

Mr. G. W. WALKER, R.E.,

~~Chief Engineer,~~

Offg. Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

In reply to the Order of Government dated the 26 May 1875 - No 1464, I have the honour to forward a letter from the Agent of the South Indian Railway, with enclosed report from the Chief Engineer, in which Mr. Logan explains the cause of delay in opening the Northern Extension, and states that he hopes to have the line opened Chindavaram early in next year.

The probable date of opening the several sections of the Extension, as accurately as they are at present calculated,

Yours
16 July 75

16/7/75

GB-26th July 1875 No 1464.

calculated, were communicated to you
yesterday by telegraph. They are as

follows:-

Southern Extension.

Orichinopoly to Madras ————— 96 miles — 22 August 1875
Madras to Chinnivelly and Chekion — 119 miles — 15 November 1875

Northern Extension

Madras to Chingleput ————— 85 miles — 1 October 1875
Chingleput to Chindavaram — 40 miles — February 1876
Chindavaram to Cuddalore — 52 miles — June 1876
Cuddalore to Combaconum — 69 miles — December 1876
Combaconum to Tanjore — 22 miles — July 1876

It must however be understood that
these dates do not provide for the comple-
tion of the large bridges over the Palar,
Panar, Guddeluvu, Velluvu, Paravonai,
and Coleroon rivers.

I have the honor to be
Sir

Yours most obedt Servt.

Wm. M. A. B.

Chief Engineer for Railways.

4 392 3 200 3 200

1875

From

63 Nov 21/57 of 26th July/75

Ordered that
these papers be for-
warded to the Govt of
India with reference
to their letter N^o. 1194
R, dated 12th May 1875,
and in continuation of
telegram dated 16th July.

- Cong. Engr. for App. $\frac{30}{2}$
 as incl 2 9-8-75-
 (H.E. docket. No 2138 dated
 23rd July/75
 Copy of the above
 forwarded

12116 25° 29' 40" N 157° 51' 52" E
 " 17° 19' 11" " 158° 16' 3"
 " 18° 3' 40" " 158° 55' 5"
 • 16° 40' 10" 158° 24' 3"

25-1895 del. 11

RAILWAY DEPARTMENT.

From

**The Corrosive Tendency,
for Railways,**

T

The Secretary to Government,
 P. W. Department,
 Fort St. George

John G. Goff

Date _____
Rec'd _____

1102

July 1975

8.2.10 401

S. C. Co. 2127. 26.7.75.

a letter from the
 Agent S. S. Q.
 with a request from
 the Chief Engineer
 cost arising the
 cause of the loss
 in opening the
 North Star Bottom

— 17650

100-80-7-70-80-20-7-70
 100-80-7-70-80-20-7-70

forwarded to the Govt.
of India.

11/10/635
Govt. of 118751 Madras
PUBLIC WORKS.

The Engineer-in-Chief.

Secy. to Govt. of India

Recd

Recd

Encl.

o. 26 July 2137
1/1/68

Nos. 680-681
1/2

Northern Extension of the
S. & N. Ry. Ordered that the
papers explaining the cause
of delay in opening the —
be forwarded to the Govt. of
India.

N^o 680-682

22/11/68