

(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.	2133-60	Press
B.P. No.		Mis: —
Dated	26-7	1875
		195

Not to be folded or roughly handled

No 683. Read the following endorsement of the Consulting Engineer for Railways,
dated Madras, 15th July 1875, No. 399 —

From W. S. BETTS, Esq, Agent, South Indian Railway, to Lieutenant-Colonel
J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated
Negapatnam, 12th July 1875, No. 725.

Your letter No. 395 of the 18th ultimo, enclosing a provisional list of standard
dimensions proposed for adoption on Indian Railways, was duly communicated to the
Chief Engineer and to the Locomotive Superintendent for their consideration and report

2. With reference to one item in that list Mr. Logan has written to me as under,
and I shall be glad if you will obtain the instructions of Government thereon.

"When forwarding my estimates for the Southern Extension, I recommended that
a formation width of embankment should be allowed of 16 feet. This was not sanctioned,
but a sum was allowed and leave given to me to widen the formation decided upon, 12
feet, where I considered it especially requisite that this should be done

"I observe that in the table of standard dimensions forwarded with your letter,
a minimum width of 14 feet is proposed for formation in bank or cutting, and I shall
be glad to learn whether I am to adopt this width in constructing what yet remains
to be made of the northern extension. All the experience I have gained since working
with the 12 feet width of formation goes to confirm me in my opinion that it cuts too
close to be really economical. I feel satisfied that a width of 14 feet will prove to be
more satisfactory in every respect."

SUBMITTED for the favorable consideration of Government.

2. The Government of India ruled, in paragraph 8 of their letter, No 325 G. R.,
dated 2nd March 1872, that the formation
G. O., No. 803, 21st March 1872. width of embankment might be increased
to 14 feet wherever the Chief Engineer may consider it necessary.

3. The Order of Government, No. 1,577, dated 4th ultimo, will be replied to
shortly.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 684. ORDER THEREON, 26th July 1875, No. 2,139.

RAILWAY, No 64.

ORDERED to be forwarded for the
consideration of the Government of India

(True Extract.)

(Signed) J. O. HASTED, Major, R.E.,
Offg. Joint Secretary to Government.

No. 685 (DOCKET No. 2,140, dated 26th July 1875)

COPY of the above forwarded to the Government of India, with reference to their
Proceedings quoted below:—

No. 325 G. R., dated 2nd March 1872, paragraph 8.

„ 1,233-38 R. „ 15th May 1875

(True Extract)

Major, R.E.,
Offg. Joint Secretary to Government.

No. 725

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS OFFICE,

NEGAPATAM,

12th July

1875

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

Your letter & copy of the 18th ulto. enclosing a
provisional list of standard dimensions proposed for adoption
on Indian Railways was duly communicated to the Chief
Engineer and to the Locomotive Superintendent for their con-
sideration and report.

With reference to one item in that list & Mr Logan
has written to me as under and I shall be glad if you will
obtain the instructions of Government thereon.

When forwarding my estimates for the Southern
Extension, I recommended that a formation width of embank-
ment should be allowed of 16 feet. This was not sanctioned
but a sum was allowed and I was given to me to order
the formation decided upon 12 feet. When I considered it
especially requisite that this should be done.

I observe that in the table of standard dimensions
forwarded with your letter a minimum width of 14 feet is
proposed for formation in bank or cutting and I shall be

"glad to learn whether I am to adopt this width in constructing what yet
 remains to be made of the Northern Extension. All the experience
 I have gained since writing with the 12 feet width of formation
 goes to confirm me in my opinion that it cuts too close
 to be really economical. I feel satisfied that a width of
 14 feet will prove to be more satisfactory in every respect."
 I have the honor to be,

Yours Most Obedt Servt
 William B. E. W.
 Agent

26 Feb 75
 2131

By 6 2139 of 25th July 75
 Ordered to be forwarded
 for the consideration of the Govt of
 India

2140
 P. Com. Sup. for P. S. 30 St. S. R. 26 July 75
 Copy of the above forwarded to
 the Govt of India with reference to
 their Dir. noted below.
 No. 3254. R. d/ 2nd March 1875 para 8.
 No. 1233-38. R. d/ 15 May 1875.

25
 2 se 2012
 10-8-75

12863-565

From
 Mr. Agent
 to
 the Boarding
 for
 26 Feb 75
 2131
 No. the width of
 of discussion for
 General adoption
 Mr. 6622/75

622
Copy of 1874 Madras.
PUBLIC WORKS.

Engineering.
Genl. P. S. S. S.

26 July 1874

1874

Provisional list of Standard
and dimensions proposed
for adoption in Indian
Railways. Ordered that
the letter of the Agent
submitted by the
on the subject of the
be forwarded for the
consideration of the
Commissioner of the
a letter from the Agent
submitted by the
on the subject
of the Standard dimensions
proposed for adoption in
Indian Ry.