

(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.	618-19	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	4. 3.	195	
		1875	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th March 1875*

No 119 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, 8th February 1875, No 90 —

With reference to paragraph 5 of Public Works Department Resolution No. 368—9 A —G R, dated 10th July 1874,
G O, No 2,200, 10th August 1874 I have the honor to submit a schedule of works prepared by the Agent of the Madras Railway which will probably be undertaken from Capital and Revenue funds during the half-year ending 30th June 1875, as far as can at present be foreseen

2 I also forward letter No 109, dated 28th January 1875, with enclosure, from Mr Elwin, from which it will be seen that the Directors have authorized their Agent in India to act for them in the matter of expenditure chargeable to Revenue, not exceeding in the aggregate Rupees 5,000 in each half-year

3 With reference to paragraph 5 of the Resolution above quoted, the Directors do not desire that proposals for new works, with the exception of large bridges, whether chargeable to Capital or Revenue, should be submitted to them, unless in the possible event of a difference of opinion existing between the Company's officers and those of the Government as to the expediency of any work.

4 The schedule has been delayed until the result of the reference to the Board was known, but in future it will be prepared in time to allow of its being in the hands of Government before the commencement of the half year to which it relates

5 In regard to the necessity for the over bridge at Jollarpett, I beg to enclose copy of a note, prepared by the Deputy Consulting Engineer, on the Jollarpett station passenger platform, and the absence of a safe approach thereto for passengers

6 The sanction of the Government of India will be necessary for the works in the schedule herewith submitted, costing more than Rupees 10,000

From R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J H M SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 28th January 1875, No 109

I have the honor to forward, herewith, for submission to Government, a copy of the 10th paragraph of a letter from the Directors, No 543, dated the 18th of December 1874, in which their views are expressed upon the revised Rules* for the sanction of expenditure upon guaranteed Railways under the control of the Governments of Madras and Bombay

* Received with your letter, No 767, dated 18th August 1874

2. You will observe that my Directors authorize me to act for them in the matter of expenditure chargeable to Revenue not exceeding in the aggregate Rupees 5,000 in each half-year, and that they do not desire that proposals for new works, with the exception of large bridges, whether chargeable to Capital or Revenue, should be submitted to them, unless in the possible event of a difference of opinion existing between their Officers and those of your Department as to the expediency of any work

3 I therefore enclose you the schedule of works returned with your letter No 1,227 of the 23rd of December last, the Chief Engineer having added thereto a column of remarks explanatory of the objects and advantages of the several proposals, as I do not imagine that you will now consider it necessary to delay its submission to Government.

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4th March 1875.*

4 A copy of the schedule will be forwarded to the Board with my next official letter, and any observations they may make thereon shall be communicated to you in due course

Schedule of works proposed to be undertaken from Capital and Revenue Funds during the half-year ending 30th June 1875

Particulars	Estimated cost	Explanation as to the necessity for the work	Date when sanction will lapse
1 Loading gnares required for stations on the open line	Capital Rs 10,152	The Traffic Manager states that loading gnares are much required at the various stations along the line of Railway. See in this subject Chief Engineer's letter to Agent and Manager, No 47, dated 16th January 1874.	Two years after the date of receipt of sanction
2 Over bridge at Jollapett Station	Do 11,600	The necessity for this work is fully stated in the Deputy Consulting Engineer's report which accompanied Consulting Engineer's letter, No 548, dated 15th June 1874.	Two years after the date of receipt of sanction
3 A covering 140 feet long for goods transshipping platform at Jollapett	Do 20,100	The Traffic Manager states that this covering "is required to protect goods from damage, there being no goods shed of any kind at Jollapett at present."	Two years after the date of receipt of sanction
4 Guards' bungalow at Cuddapah	Do 5,800	The Traffic Manager states that "the Guards' bungalows at Cuddapah and Arconum are required partly in consequence of an increase in the staff of Guards and partly to meet the altered train service which necessitates the location of a large staff of Guards at those stations."	Two years after the date of receipt of sanction
5 Do do at Arconum	Do 5,800		
6 Extension of north and south platform 100 feet at Perambore station	Do 3,100	The Traffic Manager states that "the extension of the platforms at Perambore, if found eventually to be absolutely necessary, will prevent detention of trains."	Twelve months after the date of receipt of sanction
7 Signal office at Arconum	Do 1,800	The Traffic Manager states that "the signal office at Arconum will ensure great efficiency in the working of the signals and will bring the whole of the signals under the immediate control of the Station Master."	Twelve months after the date of receipt of sanction
8 Additional siding required by Traffic Department at Mullapooram	Do 7,259	This estimate is in the hands of Government and the requisite explanation has already been furnished. See Chief Engineer's letter to Agent and Manager, No 686 dated 12th October 1874.	Two years after the date of receipt of sanction

*Proceedings of the Madras Government, Public Works Department,
4th March 1875*

Schedule of works proposed to be undertaken from Capital and Revenue Funds, &c — (Continued)

Particulars	Estimated cost	Explanation as to the necessity for the work	Date when sanction will lapse
9 Erecting iron tank over present tank house at Pootoor station	Do Rs 1,707	The necessity for this work is stated in the Chief Engineer's letter to Agent and Manager, No 686, dated 12th October 1874.	Twelve months after the date of receipt of sanction
10 Goods shed at Karamady Station	Capital 12,000	The Traffic Manager states that "the Goods shed at Karamady is required to meet a traffic which has followed the opening of that station and was not provided for in the construction of the stations."	Two years after the date of receipt of sanction
11 New Station Master's house at Cadgoody	Revenue 609	These three estimates have already been submitted for sanction and the necessity for the works explained in Chief Engineer's letter to Agent and Manager, No 33, dated 12th January 1875.	Twelve months after the date of receipt of sanction
12 Gate-keepers' lodges on 3rd Division, South-West Line	Do 111		
13 Gate-keepers' lodges on 4th Division, South-West Line	Do 555		
14 Kitchen and godown for refreshment room at Tripetty Station	Do 648	The Traffic Manager has applied for additional refreshment room accommodation at Tripetty which he considers very necessary.	Twelve months after the date of receipt of sanction

MADRAS RAILWAY,
25th January 1875

(Signed) T H GOING,
Acting Chief Engineer
(Signed) R B ELWIN,
Agent and Manager

Extract from a letter from the Secretary, Madras Railway Company, No 543, dated London, the 18th December 1874

PARAGRAPH 10 — The Board have had before them the Proceedings of the Madras Government, No 2,200, dated 10th August 1874, referred to in paragraph 19 of 1,120, in which are embodied certain rules for the sanction of future expenditure, which have been laid down by His Excellency the Governor-General in Council, with the approval of Her Majesty's Government, in substitution for those contained in Public Works Department Resolution No 49-54 R, dated 6th February 1871, and I am directed to observe that the Board trust that they will work well. In regard to paragraph 3, the Board would have preferred that the time for cancelling the estimates therein referred to should be subsequent to the date of sanction to the works, instead of at the expiration of two years from the opening of the section to which they relate, as delays may in many cases arise which would make the application of the proposed rule inconvenient. With reference to paragraph 4, I am instructed to inform you that the Board hereby authorize you to act for them in the matter of expenditure chargeable to Revenue not exceeding in the aggregate Rs 5,000 in each half-year, and they do not desire that proposals for new works, with the exception of large bridges, whether chargeable to Capital or Revenue, should be

*Proceedings of the Madras Government, Public Works Department,
4th March 1875.*

submitted to them, unless in the possible event referred to in paragraph 11 of 513, of a difference of opinion existing between their officers and those of the Government as to the expediency of any work. With regard to bridges, the Board desire that plans and estimates of all those expected to cost over Rupees 5,000 may be submitted to them, in order that they may, should they consider it necessary, refer them to their Consulting Engineer. Referring to the rule in paragraph 2, the Board presume that no part of an estimate relating to maintenance will lapse at the end of a year, but that the necessary repairs will be continually carried on and charged against capital as usual for a period of two years. With regard to the question of the purchase of stores, the Board have already expressed their opinion as to the inexpediency of making any alteration in the existing provisional arrangement which has been found to work so satisfactorily, and having regard to the fact that no stores are treated as a charge to capital until actually issued for works duly sanctioned against capital, the Board trust that the Government will allow the present plan to remain in operation until the proper limit of reserve for working expenses has been determined.

(True Extract)

(Signed) R B ELWIN,
Agent and Manager

Note on the Jollapett Station Passenger Platform, and the absence of a safe approach thereto for passengers

SOUTH-WEST LINE, MADRAS RAILWAY

I HAVE the honor to invite attention to the risks which passengers are more or less always obliged to run when proceeding to or from the Jollapett Railway Station, in consequence of there being no overbridges or approaches of any kind, to enable them to reach the passenger platforms without walking across the lines of rail.

2 My attention was very forcibly drawn to this want of a safe approach for passengers by seeing, a few days ago, a native man all but run over by a shunting engine on the west or Bangalore side of the station.

3 The accompanying rough sketch shows the arrangement of the station, passenger platforms, and lines of rail on the South-West Main Line and Bangalore Branch.

4 It will also be seen from the sketch that the passenger platform is perfectly isolated, and that there are no means of getting at it except by walking across two lines of rail on the east, and three on the west side of the station.

5 Almost all passengers to and from the station come and go by the "Bazaar" road, which runs between the Station Master's bungalow and the staff bungalow. After leaving this road, and before reaching the Passenger platform, the Bangalore branch line and two sidings must be crossed.

6 There is constant shunting going on both by day and by night, at the Jollapett station, so that it is not only the regular trains which must be looked out for when walking across the lines of rail.

7 Frequently the western siding is filled with wagons, as represented by the circles in the sketch. Under such circumstances passengers must run the additional risk of scrambling across under the couplings, never knowing the instant when the whole line of vehicles may be put in motion, or else they must walk round the line of vehicles, by either one end or the other, after doing so they have still ten lines of rail to cross before reaching the Passenger platform.

8 The native I have referred to in paragraph 2 had come down the "Bazaar" road, and was walking with a bundle on his head towards the Passenger platform in the course indicated by a dotted line in the accompanying sketch. He was not aware that a shunting engine was approaching him, and the driver apparently could not see him, he was in such a direct line with, and so close under, the engine. The pointsman, who was working the points for the engine, fortunately saw him, and at first shouted at him to get from between the rails, but the native,

*Proceedings of the Madras Government, Public Works Department,
4th March 1875.*

either did not hear or would not heed, and he was all but knocked over when the pointsman dropped his points, rushed forward, and dragged him out of the way.

BANGALORE,
13th June 1874

(Signed) R THOMPSON, Captain, R E
Offg Dy. Cons Engr for Railways

No. 120.

ORDER THEREON, 4th March 1875, No. 618.

RAILWAY, No. 11.

THIS schedule, with its accompanying correspondence, will be forwarded to the Government of India for sanction

of all works included therein exceeding Rupees 10,000, in accordance with their Resolution No 368-9 A —G R, dated 10th July 1874. The list of works under Rupees 10,000 is approved.

2 It is observed that the Agent of the Madras Railway has been authorized to act for the Board of Directors in respect to expenditure chargeable to Revenue, not exceeding in the aggregate Rupees 5,000 in each half-year, and that the Board do not desire the submission to them, as laid down in paragraph 5 of the Resolution above quoted, of proposals for new works, except those for large bridges, or in cases of a difference of opinion between the Government and Railway officers.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government

No. 121.

(DOCKET No. 619, dated 4th March 1875.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R E,
Secretary to Government.

Exd. S T. Austin.
Spare Copies

S. 9

Note on the Gallapett station passenger platform, and the absence of a safe approach thereto for passengers.

South-West line
Madras Railway.

1. I have the honour to invite attention to the risks which passengers are more or less always obliged to run, when proceeding to or from the Gallapett Railway station, in consequence of there being no overbridges or approaches of any kind, to enable them to reach the passenger platforms without walking across the lines of rail.

2. My attention was very forcibly drawn to the want of a safe approach for passengers, by seeing a few days ago, a native man, all but run over by a shunting Engine on the west or Bangalore side of the station.

3. The accompanying rough sketch, shows the arrangement of the station, passenger platforms, and lines of rail on the South-West main line and Bangalore Branch.

4. It will also be seen from the sketch, that the passenger platform is perfectly isolated, and that there are no means of getting at it, except by walking across two lines of rail on the east, and three on the west side of the station.

5. Almost all passengers, to and from the station come and go by the "Bazar" road, which runs between the station masters Bungalow and the Staff Bungalow. After leaving this road, and before reaching the Passenger platform, the Bangalore branch line and two sidings must be crossed.

6. There is constant shunting going on, both by day and by night, at the Jallarpet station, so that it is not only the regular trains which must be looked out for, when walking across the lines of rail.

7. Frequently, the western siding is filled with wagons, as represented by the circles in the sketch. Under such circumstances passengers must run the additional risk of scrambling across under the couplings, never knowing the instant when the whole line of vehicles

5 10
vehicles may be put in motion, or else they must walk round the line of vehicles, by either one end or the other, after doing so, they have still ten lines of rail to cross, before reaching the passenger platform.

8. The native I have referred to in paragraph 3 had come down the Bazar road, and was walking with a bundle on his head towards the passenger platform in the course indicated by a dotted line in the accompanying sketch. The driver was not aware that a shunting engine was approaching him, and the Driver apparently could not see him, he was in such a direct line with and so close under the engine. The pointman, who was working the points for the engine, fortunately saw him, and at first shouted at him to get from between the rails, but the native, either did not hear or would not heed and he was all but knocked over when the pointman dropped his points, rushed forward and dragged him out of the way.

Bangalore
June 13th 1874

1st Lt. R. Thompson, Capt. R. D.,
offg. Dy. Genl. Engr. for Railways
/ True Copy /

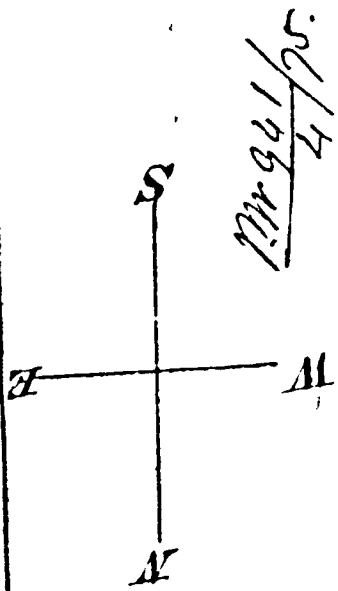
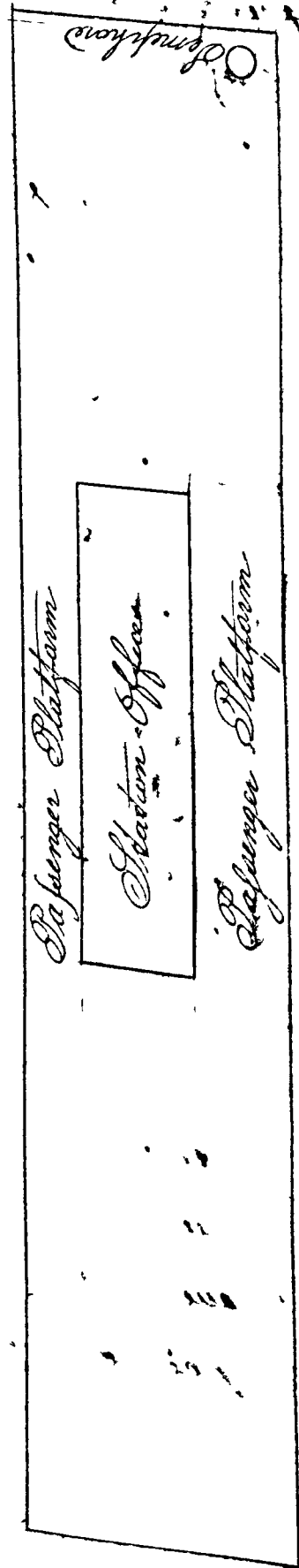
W. C. Cooke Esq., R. D.,
for Genl. Engineer for Railways

Logbook

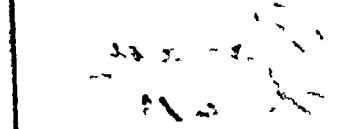
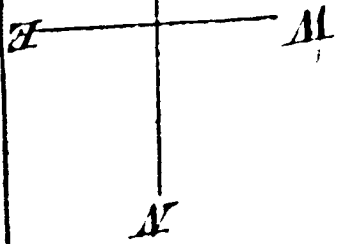
Extract from a letter from the Secretary,
M & Co 2543 dated London the 18th
December 1874

for same
fulfilled
before

Paragraph 10 The Board have had before
them the Proceedings of the all-India Govern-
ment at 2200, dated 10th August 1874, referred
to in para 19 of 1120, in which are embodied
certain rules for the sanction of future
expenditure, which have been laid down
by His Excellency the Provisional Governor in
Council, with the approval of Her Majesty's
Government, in substitution for those contained
in Public Works Department Resolution
249-54 of 6th February 1871, and I
was directed to observe that the Board
trust that they will work well. In regard
to para 3 the Board would have preferred
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in referred to should be subsequent to the
date of sanction to the works, instead of
at the expiration of two years from the
opening of the season to which they relate,
which might be very inconvenient and which
would make the application of the proposed
rule inconvenient. With reference to para 11
I am instructed to inform you that the
Board hereby authorize you to act for them
in this matter of expenditure chargeable to
revenue not exceeding in the aggregate
Rs 5,000 in each half-year, and the Board



Mr 24/1/75



desire that proposals for new works, with the exception of large bridges, whether chargeable to capital or revenue, should be submitted to them, unless in the possible event, referred to in para 11 of 510, of a difference of opinion existing between their officers and those of the Government as to the expediency of any work. With regard to bridges, the Board desire that plans and estimates of all those expected to cost over Rs 5,000 may be submitted to them, in order that they may, should they consider necessary, refer them to their Consulting Engineer. Referring to the rule in para 2, the Board presume that no part of an estimate relating to maintenance will lapse at the end of a year, but that the necessary repairs will be continually carried on and charged against capital as usual, for a period of two years. With regard to the question of the purchase of stores, the Board have already expressed their opinion as to the expediency of making any alteration in the existing provisional arrangements, which has been found to work so satisfactorily, and having regard to the fact that no stores are treated as a charge to capital until actually issued for works duly sanctioned against capital, the Board trust that the Government will allow the present plan to remain in operation until the proper limit

7 6
limit of reserve for working expenses
has been determined

/ True Extract /

H. P. Lwin
Agent and Manager

Engd

Railway Department

CONSULTING ENGINEER'S OFFICE.

No. 90

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 3 of Public Works Department Resolution No. 368-9 of 10th Aug 1874. I have the honour to submit a schedule of work prepared by the Agents of the Madras Railway which will probably be undertaken from Capital and Revenue funds during the half year ending 31st June 1875 as far as can at first be foreseen.

I also forward letter No 109 dated 28th January 1875

Mr 941/5

I have the honour to be,

Sir,

Your most Obedt. Servant,

Ministerr

H. C. B.

Madras
8 Feb 1875

Beult

For Chief of Railway

4013-2-75

2/11/9

Substituting letter
from the Chief of R.R.
regarding the names
of the stations upon
the proposed line
between the
Madras & the
Coastal Railway
to be built by G. S. S. S.

No. 90

Dated 8 Feb 1875
Recd 12 Feb 1875

Fort Saint George

The Secretary to Government,

The Consulting Engineer,
for Railways,

RAILWAY DEPARTMENT
No: 941

P. W. 1875 Sept.
Mr. G. S. S. S.

10

P. W. D.

Proceedings of the Madras Government,
Under date the

187 .

Read the following.

From the Consulting Engineer
for Railways } (M. L. No. 90 d/ 8 Feb 1875)
54 518

This Schedule with
its accompanying corres-
pondence, will be forwarded
to the Government of India
for sanction of all works
included therein exceeding
Rs 10,000, in accordance
with their Resolution No
368-9 A. S. R. dated 10 July
1874. The list of works
under Rs 10,000 is approved
2 It is observed that
the Agent of the Madras
Railway has been au-
thorized to act for the

Md
157a

Board of Directors in respect
to Expenditure chargeable
to Revenue, not exceeding
in the aggregate Rs 5,000
in each half year. and
that the Board do not
desire the submission
to them as laid down in
para 5 of the Resolution
above quoted, of proposals
for new works, except those
for large bridges, or in
cases of a difference of
opinion between the
Government and Railway
Officers.

619
H.R. No. ~~75~~ 41

Copy of the above
forwarded to the Govt.
of India.

N^o 119-121 *Comm.*

C. Hughes J. K. J. P.
Sr. Ry. Secy

Def. 5-8-75

Def. 5-8-75

941 ✓
Govt. of 1875 Madras.
PUBLIC WORKS.

To The Engineer-in-Chief
Secy. to Govt. of India

Dated

Recd.

Encl 4

G. O. L. M. 1875, No. 574

Hos. 119-121

Schedule of Works. (Rys)

Railways The schedule
correspondence submitted
by the Engrs. regarding the
revised rules for the sanction
of expenditure upon Guaranteed
Rys ordered to be forwarded to
the Sd. of India for sanction of
all works exceeding Rs. 10,000
the List of works under Rs.
10,000 approved -

Forwarding
copy of Proceedings
passed in letter from
the Engrs. for Rys.
submitting Revised
Rules for the sanction
of expenditure upon
Guaranteed Railways.

119-121

Chief Secy