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MADRAS RECORD OFFICE

Government of Madras

Public Work DEPARTMENT

G.O. No. 1980-81 (Ry) Press
B.P. No.— —Mis.—

Dated 3-8- 1876.

Not to be folded or roughly handled

No. 68. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 13th July 1876, No. 344:—

I HAVE the honor to submit, for the sanction of the Government of India, plans and estimates for additional works required at the Trichinopoly junction and Fort stations owing to the non-conversion of the line between Trichinopoly and Erode to the metre gauge.

Agent's letter No. 1,173, dated 19th January 1876, with enclosure from Chief Engineer.
Agent's letter No. 1,896, dated 7th July 1876.
2 Plans marked A and B.
2 Estimates.

2. It will be observed that the estimate, amounting to Rupees 1,43,530, corresponds nearly with estimate No. 2, forwarded with my letter, No. 118, of the 9th March last, under the condition that the western section remains broad gauge and is worked by the South Indian Railway. The only difference is that, in the papers now submitted, the present mode of working is looked upon as being temporary only, while in the former estimate it is considered permanent, and in consequence the arrangements at the Fort differ as regards the position of some of the buildings, and the provision of permanent instead of temporary covering for the transhipping platforms.

3. From the accompanying papers it will be seen that the plans and estimates, as originally sanctioned, were prepared on the assumption that the interchange of traffic, marshalling and storing of trains, &c., were to take place at the Fort station instead of as now at the junction, and that the accommodation sanctioned would, in the opinion of the Traffic Manager, have met all requirements had the gauge been uniform throughout.

4. The work for which sanction is now asked comprises additional sidings; laying a mixed gauge with heavy metals between the two stations; a carriage shed at the junction; and extending the platform 100 feet, and covering it for a length of 285 feet. The amounts entered under permanent-way, and points and crossings, form upwards of 70 per cent. of the estimate.

5. In November last the Agent reported that it was impossible to work the traffic in connection with the Prince of Wales' visit and the Srirangam festival, without some additional accommodation, and sanction was accordingly conveyed to the execution of such of the works as were considered absolutely necessary. The cost of these amounts to Rupees 89,911, as shown in estimate D. In the plans herewith submitted the works undertaken on the provisional sanction of this office are colored blue; those for which sanction is now asked being colored yellow; while the original works are left uncolored.

6. This question has been fully discussed with the Railway Authorities; and, on the assumption that broad gauge trains must run up to the junction, and narrow gauge trains down to the Fort station,—the necessity for which is insisted upon by the Agent in order to avoid inconvenience to passengers,—I am satisfied that the whole of the additional works asked for are required for the proper working of the traffic. Since these estimates were prepared, however, revised proposals have been made for the provision of shelter for passengers and rolling stock at the junction station, and as this

portion of the work will be required irrespective of the question of gauge, it may fitly be left out of consideration in the present estimates. Deducting Rupees 11,105 for the carriage shed, and Rupees 12,001 for the platform covering, the total amount of the estimate is reduced to Rupees 1,20,424, which may fairly be debited to the non-conversion of the gauge.

Rupees	1,43,530
"	23,106
"	1,20,424

By the omission of the platform covering, which has not yet been undertaken, the provisional sanction accorded by this office is reduced to Rupees 77,910, nearly the whole of this being due to permanent-way, and points and crossings, which can be utilized elsewhere if the line be converted throughout.

7. I request that the confirmation of the Government of India may be obtained to the provisional sanction of Rupees 77,910 accorded by this office, and that, in the event of the conversion being further postponed, sanction may be given for the total amount of Rupees 1,20,424.

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, 19th January 1876, No. 1,173.

I REGRET I have to send forward, for the orders of Government, an application for their sanction to an expenditure of about 1½ lakhs for additional accommodation at the Fort and Junction Stations, Trichinopoly, which expenditure is rendered necessary by the delay in altering the gauge of the line between Trichinopoly and Erode. This latter question I believe is still under the consideration of Government, and I trust the decision which will be arrived at thereon will have the effect of saving the major portion of this large sum.

My Directors agreed to the expenditure involved in altering the gauge between Negapatam and Trichinopoly, and in ordering new rolling stock for working the line between Negapatam and Erode, upon the understanding that the entire portion of their line should be changed to the metre gauge. I feel sure that after having incurred that cost they will not receive with pleasure an announcement that we now require to spend 1½ lakhs at Trichinopoly because the gauge thence to Erode has not yet been changed.

Over and above what is provided for in these estimates further expenditure would be required at the Fort Station (in the shape of considerably extended siding accommodation) if that station continued to be worked on a mixed gauge.

With the arrangement shown in the tracing, the Traffic Manager reports he has found it difficult to do the work at the increased sum it costs, and goods are invariably delayed although the utmost exertion is used in transhipment.

I have pointed out before that the extent of transhipment would be considerably reduced if the break of gauge was at Erode. I do not advocate a mixed gauge at that junction. All that would be required could be done in a manner similar to that adopted at Arconum junction, and at a comparatively trifling outlay.

From the Chief Engineer, to the Agent of the South Indian Railway, dated Trichinopoly, 16th January 1876, No. 1,093.

YOUR No. 8,037/4,217.

I have the pleasure to forward a revised plan and estimate of the Trichinopoly Junction Station arrangement, which has been approved by the Traffic Manager and Locomotive Superintendent.

Plan A.
" B.
Estimate C.
" D.

Proceedings of the Madras Government, Public Works Department,
3rd August 1876. *No.* 1,980.

Referring to Colonel Shaw-Stewart's desire that none of the work should be undertaken "unless urgent necessity for the same can be shown." These plans have been prepared after several interviews with the Traffic Manager, and he assures me that he is not asking for more accommodation than he actually requires for present safe and economical working.

There are daily three trains standing in the Junction station at the same time interchanging passengers and to some extent goods, and, owing to the want of platform accommodation, large numbers both of European and Native passengers have to cross the main line in a way which is neither safe nor convenient and climb up into the carriages from the level of the rails.

The sanctioned plans and estimate for the Trichinopoly Junction station were framed on the assumption that the interchange of traffic forming and storing of trains would take place at the Fort instead of as now at the Junction station. Moreover, it was thought that very little passenger traffic would be booked or landed at the Junction station, whereas it has turned out to be very much frequented not alone by Europeans but by Natives also.

The Traffic Manager informs me that the sidings allowed in the sanctioned plan and estimate for the Junction station would in his opinion have met all requirements had the gauge been uniform throughout, or such as to admit of the forming and storing of trains at the Fort station as was originally intended.

The carriage shed provided in my original estimate at the Junction station was struck out by the Consulting Engineer, as it was considered I believe that there would be shelter for the carriage stock at the existing covered station at the Fort.

I estimate that there will be a considerable saving on certain items of the estimates for the Southern Extension, and that the whole of the amount for which sanction is now asked will not have to be provided. The total extra accommodation required at the Junction station as per plan A, and that required at the Fort station shown on plan B, by the lines tinted dark and light blue respectively are together estimated to cost Rupees 1,43,530 as per estimate C, and the work undertaken under the sanction of the Consulting Engineer to meet immediate and urgent present wants is estimated to cost Rupees 89,911 as per estimate D which includes as follows:—

The three sidings colored blue in plan A.

The extension of the platform and erection of the covered way over it from E to F.

The sinking of an extra well and erection of a second water-column.

The laying in of the mixed gauge from the Junction station up to the Fort with heavy permanent-way.

Material.

The erection of transhipping platform and covering over it at Fort station as per plan B.

The laying of the sidings colored dark blue on plan B.

With regard to the laying the mixed gauge with heavy permanent-way material between the Junction station and the Fort, you are aware that the mixed gauge at present exists, but that portion of it which lies between the Junction station and the junction of the new line with the old Negapatam line near the level crossing at 79 miles 13th telegraph post is at present laid with narrow gauge material. I consider it highly desirable that heavy material should be at once substituted, as the existing light rails will very soon be worn out with the constant running over them that now takes place of broad gauge rolling stock.

On hearing from you that no further alterations are required by the Consulting Engineer in the plan and estimates, I will have a tracing prepared on cloth and forwarded to the Traffic Manager and Locomotive Superintendent for their respective signatures, and submission to the Consulting Engineer in accordance with his request contained in a previous letter.

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, 7th July 1876, No. 1,896.

YOUR letter No. 225 of the 9th March last. The Acting Chief Engineer thus reports to me, "notwithstanding the most diligent search the tracings left by you in this office, after the

meeting of the 7th February last, have not been found, and I have been under the necessity therefore of preparing fresh ones from the estimates which accompanied my letter, No. 1,093, of the 16th January 1876. These I have pleasure in now forwarding.

"As you observe, my estimate for Rupees 1,43,530 (forwarded with my letter, No. 1,093, of 16th January 1876) provides for nearly the same amount of accommodation as that estimated for under conditions b and c amounting to Rupees 1,55,561, accompanying my letter, No. 4,083, of 22nd February 1876; this is necessarily so, as my first estimate was based upon the fact that the Erode—Trichinopoly branch was a broad gauge line, and conditions b and c, under which my second estimate was based, are in effect that it shall remain so. But although the amount of the accommodation is nearly the same, considerable modifications have been made in the positions of the various proposed buildings and sidings.

"The covering of the transhipping platform at the Fort station has been included in estimate c, where Rupees 900 has been allowed for it; this was for a temporary covering. I considered it best in my last estimate to substitute a permanent one."

It was not arranged that the siding marked c should be dispensed with; but that it should be shortened, the Traffic Manager thought it need not run beyond the western end of the engine shed. Copy of the two plans will be forwarded herewith.

No. 69.

ORDER THEREON, 3rd August 1876, No. 1,980.

RAILWAY, No. 6.

THE Government having already declared their opinion that the section of the South Indian Railway between Trichinopoly and Erode should be worked on the broad gauge, resolve to recommend, for the sanction of the Government of India, the plans and estimates submitted with these papers. The total expenditure proposed to be incurred is Rupees 1,43,530, of which Rupees 23,106* are required irrespective of the maintenance of the original gauge, leaving Rupees 1,20,424 as chargeable to the non-conversion. An expenditure of Rupees 89,911 has already been authorized by the Consulting Engineer, confirmation to which will be applied for.

* Carriage shed	... ...	Rs.	11,105
Platform covering	...	»	12,001
		»	23,106

(Here enter No. 1,981, dated 3rd August 1876.)

(True Extract.)

Colonel,

Offg. Under Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.
Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *3rd August* 1876.

No. 70.

No. 1,981.

FROM

MAJOR-GENERAL 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. 7.

SIR,—I am directed to forward the accompanying plans and estimates, amounting to Rupees 1,43,530, for additional works required by the South Indian Railway Company at Trichinopoly. The necessity for the works has been duly considered, and I am to request the sanction of the Government of India to the outlay. An expenditure of Rupees 89,911 has already been authorized by the Consulting Engineer, and concurring in the necessity for the outlay under the circumstances in which it was permitted, His Grace the Governor in Council desires that the confirmation of the Government of India may be accorded thereto.

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

Colonel,
Offg. Under Secy. to Govt., P.W.D.,
for *Secretary to Government.*

Exd. E. C. Shunker.
Spare Copies

Govt. of {1876} Madras.

PUBLIC WORKS.

To

THE SECRETARY to the GOVERNMENT

OF INDIA.

Dated August 3rd.

Issued

Read. *Encl.*

G. O., 3rd August 1876, No. 1,581.

AUGUST.

No. 70.

FORWARDING for sanction plans and estimates for additional works required by the South Indian Railway Company at Trichinopoly, and requesting under the circumstances stated the confirmation of the Government of India may be accorded to the expenditure already authorized by the Consulting Engineer.

Plan A

" B.

Estimate C

" D.

South Indian Railway. Letter from the Chief Engineer to the Agent, dated Trichinopoly 16th January 1876 No 1693.

From No. 8037/4217.

I have the pleasure to forward a revised plan and Estimate of the Trichinopoly Junction Station arrangement which has been approved by the Traffic Manager and Locomotive Superintendent.

Referring to Colonel Shaw Stewart's desire that none of the work should be undertaken "unless urgent necessity for the same can be shewn." These plans have been prepared after several interviews with the Traffic Manager and he assures me that he is not asking for more accommodation than he actually requires for present safe and economical working.

There are daily 3 trains standing in the Junction Station at the same time interchanging passengers and to some extent goods, and owing to the want of platform accomodation large numbers both of European and Native passengers have to cross the main line in a way which is neither safe nor convenient and climb up into the carriages from the level of the Rails.

The sanctioned plans and Estimate for the Trichinopoly Junction Station were framed on the assumption that the interchange of Traffic forming and Storing of Trains would take place at the Fort instead of as now at the Junction Station. Moreover it was thought that very little passenger Traffic would be booked or landed at the Junction Station whereas it has turned out to be very much frequented not alone by Europeans but by Natives also.

The Traffic Manager informs me that the Sidings allowed in the Sanctioned plan and Estimate for the Junction Station would in his opinion have met all requirements had the gauge been uniform throughout or such as to admit of the forming and storing of Trains at the Fort Station as was

originally intended.

The carriage Shed provided in my original Estimate at the Junction Station was struck out by the Consulting Engineer as it was considered I believe that there would be shelter for the carriage stock at the existing covered station at the Fort.

I estimate that there will be a considerable saving on certain items of the Estimates for the Southern Extension and that the whole of the amount for which sanction is now asked will not have to be provided.

The total extra accommodation required at the Junction Station as per plan A, and that required at the Station shewn on plan B by the lines tinted dark and light blue respectively are together estimated to cost Rs 1.43.530. as per estimate C, and the work undertaken under the sanction of the Consulting Engineer to meet immediate and urgent present wants is estimated to cost Rs 89.911. as per estimate D which includes as follows:

The three Sidings coloured blue in plan A

The Extension of the Platform and erection of the covered way over it from E to F

The sinking of an extra well and erection of a second water column.

The laying in of the Mixed gauge from the Junction Station up to the Fort with Heavy Permanent Way Material.

The erection of transhipping platform and covering over it at Fort Station as per Plan B.

The laying of the sidings colored dark blue on Plan B.

With regard to the laying the Mixed Gauge with Heavy Permanent Way Material between the Junction Station and the Fort you are aware that the mixed gauge at present exists but that portion of it which lies between the Junction Station and the Junction of the new Line with the old Negapatam line, near the level crossing at 79 Miles 13 ch. P.W. is at present laid with Narrow gauge material I consider highly desirable that heavy material should be at once substituted as the existing light rails will very soon be worn out with the constant running over them that now takes place of broad gauge rolling-stock.

On hearing from you that no further alterations are required by the Consulting Engineer in the plans and Estimates I will have a tracing prepared on cloth and forwarded to the Traffic Manager and Locomotive Superintendent for their respective signatures and submission to the Consulting Engineer in accordance with his request contained in a previous letter.

(True Copy)

Agent's Office
Negapatam
19 January 1863

C. Woodall
Chief Clerk

AS

R. N. 5044/76
2.

No. 1896

South Indian
~~GREAT SOUTHERN OF INDIA~~ RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 7th July 1876

From

THE AGENT,
South Indian
~~Great Southern of India~~ Railway,

To The Consulting Engineer for Railways
Madras.

SIR,

Your letter N. 225 of the 9th of March last.
The acting Chief-Engineer thus reports to me "Not-
"withstanding the most diligent search the tracings
"left by you in this office, after the meeting of the 5th
"February last, have not been found, and I have been
"under the necessity therefore of preparing fresh ones
"from the Estimates which accompanied my letter
"N. 1093 of the 16th January 1876. These I have pleasure
"in now forwarding.

"As you observe my Estimate for Rs 1,43,530 (forwarded
"with my letter N. 1093 of 16th January 1876) provides for
"nearly the same amount of accommodation as that
"estimated for under conditions b & C amounting to
"Rs 1,55,561, accompanying my letter N. 4083 of 22nd
"February 1876; this is necessarily so as my first Estimate
"was based upon the fact that the Erode Trichinopoly
"branch was a broad gauge line, and Conditions b & c
"under which my second Estimate was based are in effect
"that it shall remain so. But although the amount of the
"accommodation is nearly the same considerable modifica-
"tions have been made in the positions of the various
"proposed buildings and sidings.
"The covering by the transhipping platform at the
"Fort Station have been included in Estimate C whose

"works has been allowed for it: this was for a temporary covering. I considered it best in my last Estimate to substitute a permanent one".

It was not arranged that the siding marked C should be dispensed with, but that it should be shortened; the Traffic Manager thought it need not run beyond the western end of the engine shed. Copy of the two plans will be forwarded herewith.

I have the honour to be
Sir
Your most obedient Servant
Williams Bell
Agent

P. W. 2044/76

Received 20th July 1876
Public Works Department
Railway Branch

Railway Department.

Consulting Engineer's Office,
Madras, 13th July 1876.

No. 344.

From

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

To

Major-General G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

I have the honour to submit for the sanction of the Government of India plans and estimates for additional works required at the Trichinopoly Junction and ~~Fort~~ stations owing to the non-conversion of the line between Trichinopoly and Erode to the metre gauge.

2. It will be observed that

Agent's Letter No. 1173, dated 7th January 1876, with closure from Chief Engineer.
Agent's Letter No. 1896, dated 4th July 1876.
Plans marked A and B.
Estimates.

works has been allowed for it. This was for temporary covering. I considered it best in my last Estimate to substitute a permanent one.

It was not arranged that the siding would be dispensed with, but that it should be shortened, this traffic Manager thought need not run beyond the water-column and of the engine shed. Copy of the two plans are also forwarded herewith.

I have the honour to be
Sir
Your most obedient Servant
Williams Bell
Agent

P. W. 5044/76

Q. Fwd to Govt
Ch. Engr. for Rly
Sec. Govt. P.W.D.
Ch. Engr. for Rly
Remarks Plans
Estimates returned.
Letter acknowledged

Railway Department.

Consulting Engineer's Office,
Madras, 13th July 1876.

No. 344.

From

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

To

Major-General G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

I have the honour to submit for the sanction of the Government of India plans and estimates for additional works required at the Trichinopoly Junction and Fort stations owing to the non-conversion of the line between Trichinopoly and Erode to the metre gauge.

Agent's letter No. 1173, dated 5th January 1876, with enclosure from Chief Engineer.
Agent's letter No. 1896, dated 1st July 1876.
Plans marked A and B.
Estimates.

2. It will be observed that

that the estimate, amounting to Rs 1,43,530, corresponds nearly with estimate No 2. forwarded with my letter No 118, of the 9th March last, under the condition that the western section remains broad gauge and is worked by the South Indian Railway. The only difference is that, in the papers now submitted the present mode of working is looked upon as being temporary only, while in the former estimate it is considered permanent, and in consequence the arrangements at the Fort differ as regards the position of some of the buildings, and the provision of permanent instead of temporary covering for the transhipping platforms.

3. From the accompanying papers it will be seen that the plans and estimates as originally sanctioned, were prepared on the assumption that the interchange of traffic, marshalling and starting of trains, &c., were to take place at the Fort station instead of as now at the Junction, and that the accommodation sanctioned would, in the opinion of the Traffic Manager, have met all requirements had the gauge been uniform throughout.

4. The work for which sanction is now asked comprises additional sidings, laying a mixed gauge with heavy metals between the

that the estimate, amounting to Rs 1,43,530, corresponds nearly with estimate No 2. forwarded with my letter No 118, of the 9th March last, under the condition that the western section remains broad gauge and is worked by the South Indian Railway. The only difference is that, in the papers now submitted the present mode of working is looked upon as being temporary only, while in the former estimate it is considered permanent, and in consequence the arrangements at the Fort differ as regards the position of some of the buildings, and the provision of permanent instead of temporary covering for the marshalling platforms.

3. From the accompanying papers it will be seen that the plans and estimates as originally sanctioned, were prepared on the assumption that the interchange of traffic, marshalling and storing of trains, &c., were to take place at the Fort station instead of as now at the Junction, and that the accommodation sanctioned would, in the opinion of the Traffic Manager, have met all requirements had the gauge been uniform throughout.

4. The work for which sanction is now asked comprises additional sidings, laying a mixed gauge with heavy metals between the

that the estimate, amounting to Rs 1,43,530, corresponds nearly with estimate No 2. forwarded with my letter No 118, of the 9th March last, under the condition that the western section remains broad gauge and is worked by the South Indian Railway. The only difference is that, in the papers now submitted the present mode of working is looked upon as being temporary only, while in the former estimate it is considered permanent, and in consequence the arrangements at the Fort differ as regards the position of some of the buildings, and the provision of permanent instead of temporary covering for the transhipping platforms.

3. From the accompanying papers it will be seen that the plans and estimates as originally sanctioned, were prepared on the assumption that the interchange of traffic, marshalling and storing of trains, &c, were to take place at the first station instead of at the Junction, and that the accommodation sanctioned would, in the opinion of the Traffic Manager, have met all requirements had the gauge been uniform throughout.

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that the estimate, amounting to Rs 1,43,530, corresponds nearly with estimate No 2. forwarded with my letter No 118, of the 9th March last, under the condition that the western section remains broad gauge and is worked by the South Indian Railway. The only difference is that, in the papers now submitted the present mode of working is looked upon as being temporary only, while in the former estimate it is considered permanent, and in consequence the arrangements at the Fort differ as regards the position of some of the buildings, and the provision of permanent instead of temporary covering for the transhipping platforms.

3. From the accompanying papers it will be seen that the plans and estimates as originally sanctioned, were prepared on the assumption that the interchange of traffic, marshalling and shunting of trains, &c, were to take place at the Fort station instead of as now at the Junction, and that the accommodation sanctioned would, in the opinion of the Traffic Manager, have met all requirements had the gauge been uniform throughout.

4. The work for which sanction is now asked comprises additional sidings, laying a mixed gauge with heavy metals between the

the two stations; a carriage shed at the Junction; and extending the platform 100 feet, and covering it for a length of 285 feet. The amounts entered under permanent way, and points and crossings, form upwards of 70 per cent of the estimate.

5. In November last the Agent reported that it was impossible to work the traffic in connection with the Prince of Wales' visit, and the Srirangam festival, without some additional accommodation, and sanction was accordingly conveyed to the execution of such of the works as were considered absolutely necessary. The cost of these amounts to

to Rs 89,911, as shown in estimate D. In the plans herewith submitted the works undertaken on the provisional sanction of this office are coloured blue; those for which sanction is now asked blue coloured yellow; while the original works are left uncoloured.

6. This question has been fully discussed with the Railway Authorities; and, on the assumption that broad gauge trains must run up to the Junction, and narrow gauge trains down to the Fort Station, — the necessity for which is insisted upon by the Agent in order to avoid inconvenience to passengers, — I am satisfied that the whole of the additional works asked for

the two stations; a carriage shed at the Junction; and extending the platform 100 feet, and covering it for a length of 285 feet. The amounts entered under permanent way, and points and crossings, form upwards of 70 per cent of the estimate.

5. In November last the Agent reported that it was impossible to work the traffic in connection with the Prince of Wales' visit, and the Srirangam festival, without some additional accommodation, and sanction was accordingly conveyed to the execution of such of the works as were considered absolutely necessary. The cost of these amounts to Rs 89,911, as shown in estimate D. In the plans herewith submitted the works undertaken on the provisional sanction of this office are coloured blue; those for which sanction is now asked blue coloured yellow; while the original works are left uncoloured.

6. This question has been fully discussed with the Railway Authorities; and, on the assumption that broad gauge trains must run up to the Junction, and narrow gauge trains down to the Fort Station, — the necessity for which is insisted upon by the Agent in order to avoid inconvenience to passengers, — I am satisfied that the whole of the additional works asked for

for are required for the proper working of the traffic. Since these estimates were prepared, however, revised proposals have been made for the provision of shelter for passengers and rolling stock at the Junction station, and as this portion of the work will be required irrespective of the question of gauge, it may fitly be left out of consideration in the present estimates. Deducting Rupees 11,105 for the carriage shed, and Rupees 12,001 for the platform covering, the total amount of the estimate is reduced to Rupees 120,424, which may fairly be debited to the non-conversion of the gauge.

Rs 143,530
23,106
Rs 120,424

By

By the omission of the platform covering, which has not yet been undertaken, the provisional sanction accorded by this office is reduced to ~~Rs~~ 77,910, nearly the whole of this being due to permanent way, and points and crossings, which can be utilised elsewhere if the line be converted throughout.

7. I request that the confirmation of the Government of India may be obtained to the provisional sanction of Rupees 77,910 accorded by this office, and that, in the event of the conversion being further postponed, sanction may be given for the total amount of Rupees 120,424.

I

P. W. 1876 Department

No. 5044

I have the honour to be,
Sir,
Your most Obdt Servant,

W. Cooke R.E. Capt.
for Cons. Engr for Railways

Ref. 6-75 No 1601
" 15-2-76 " 1084/09
" 27-6-76 " 1624
Pr. 3.7.76 " 1825
Pr. 6.7.76 " 1938
29.6.76 - 1933

No 68.

Rec'd 1.8.76 Rtd 3.8.76
Cir. 20.7.76 Rtd 7.8.76
Dept to Bch 15-7-76.

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

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

Dated 13 July 1876.
Received 14 July

No. 3446

Subject:- Submitting for orders proposals for the construction of a bridge across the Cauvery at Mudia Kulam and for additional works required for the Kallidaikurichi Anicut and Fort Station.

Public Works Dept.

Letter from the Consulting Engineer for Railways No 3446 dated 13th July 1876.

—

For Orders.

Submitted for Orders. The previous Estimates referred to in para 2 of the letter quoted above were circulated on the 16th March with Consulting Engineer's letter No 118 dated 9th March.

Major Genl R.E.
Secretary to Government P.W.D.

Public Works Department.

No 1980

PROCEEDINGS of the MADRAS GOVERNMENT

UNDER date the 3rd August 96

READ the following:—

Letter from the Consulting Engineer for Railways } P.C. No 3444 of 15th July 1896.

The Government having already declared their opinion that the section of the Southern Indian Railway between Trichinopoly and Erode should be worked on the broad gauge, resolved to recommend for the sanction of the Government of India the plans and estimates submitted with these papers. The total expenditure proposed to be incurred is Rs 1,43,539 of which

Rs

Rs 23,106 are required irrespective of the maintenance of the original gauge leaving Rs 12,0424 as chargeable to the 5ft conversion. The Expenditure of Rs 89,911 has already been authorized by the Consulting Engineer, Conversion to which will be applied for.

× Carriage shed Rs 11,105
Platform covering 12,001
23,106

(T.C. No. 1981 d/ 3 Aug/76)
No 1981

The Secretary to the Government of India
Public Works Dept.

Sir,

I am directed to forward the accompanying plans and Estimates amounting to Rs 1,43,530 for additional works required by the South Indian Railway Company at Srirangapatty. The necessity for the works has been duly considered and I am to request the sanction of the Government of India to the outlay. An expenditure of Rs 89,911 has already been authorized by the Consulting Engineer, and, concurring in the necessity for the outlay under the circumstances in which it was permitted, His Grace the Governor in Council desires that the confirmation of the Government of India may

Encls 4.

Confirmed
Dept 22/9/76

5844

Govt. of Madras.

PUBLIC WORKS.

To

The Chief Engr. for Wks

Dated

Issued

Recd. Encl.

G. O., 3rd August 1876, No. 1961

Nos. 65870 —

Additional Works required by the South Indian Railway Company at Tuticorin Jetty. Plans & Estimates for the — ordered to be forwarded for the sanction of the Govt of India —