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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. *201-2 (Ry)* Press
B.P. No. " " Mis.

Dated *26-1-* 187*6*

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th January 1876.*

No 437 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, 18th January 1876, No. 26 —

I HAVE the honor to enclose herewith, for approval, a schedule of works proposed to be undertaken on the Madras Railway during the half-year ending the 30th June 1876 from Capital and Revenue Funds

2 The approval of the Government of India will be required to Items 8, 19 and 28

Schedule of Works proposed to be undertaken from Capital and Revenue Funds during the half-year ending 30th June 1876

Particulars		Estimated Cost	Explanation as to the necessity for the Work	Date when Sanction will lapse
1 Three fuel stages for fueling engines at Jolarpett	Capital	Rs 4,400	The Locomotive Superintendent states that "the stages at present in use are made up of firewood piled up and are constantly falling down and giving trouble"	Twelve months after date of receipt of sanction
2 Two Drivers' Bungalows at Salem	Do	7,200	The Locomotive Superintendent states that "four of the men stationed at Salem are compelled to live in houses outside the Company's compound, and two of the drivers who are married men, each occupy one room only in a single bungalow"	Two years after date of receipt of sanction
3 A siding for lifting and repairing vehicles at Tripetty	Do	3,500	The Locomotive Superintendent states that "an accident occurred at Tripetty station a short time ago, in which an engine was thrown off the line, and which would have been avoided had there been a siding specially set apart for the repairs of sick vehicles"	
4 A latrine for Native workmen at Bellary	Revenue	500	This has been applied for by the Locomotive Superintendent, and is considered necessary for the Native workmen at Bellary.	
5 Three latrines for workmen at Perambore	Capital	2,400	The Locomotive Superintendent states that "the latrines at present in use at the Perambore works are temporary buildings only, which are continually out of repair and are much too small. It is difficult also to ensure their being kept clean," and considers that permanent latrines are very necessary	Twelve months after date of receipt of sanction
6 A lay bye 100 feet long and a loading platform 60 feet long at Veerajee pooram	Do	3,100	The Traffic Manager states that "the lay bye and loading platform are required for goods trains which is too large to be conducted during the time trains are allowed to stop at the station"	
7 A bungalow for Signalers at Vellore	Do	5,800	The Traffic Manager states that "the bungalow is required to accommodate Signalers as well as Guards working from this station"	
8 A small goods shed and two lines of rail at Sunkerrydroog	Do	11,400	The Traffic Manager states that "the goods traffic is now conducted with much inconvenience on the passenger platform; the outwards traffic alone averages 180 tons per week."	Two years after date of receipt of sanction
9 Present lay bye at Wuttakaltee to be lengthened to 500 feet with points at both ends	Do	5,530	The Traffic Manager reports that "increased siding accommodation is necessitated by a change in the loads of goods train at this station"	
10 An improvement and extension of the present accommodation for European and Native passengers at Palghaut	Do	8,000	The Traffic Manager states that "the present accommodation is incongruous with the traffic. Average monthly number of passengers booked is 4,000"	

Proceedings of the Madras Government, Public Works Department,
26th January 1876.

Schedule of Works proposed to be undertaken from Capital and Revenue Funds, &c —(Concl'd)

Particulars		Esti- mated Cost	Explanation as to the necessity for the Work	Date when Sanction will lapse
11 A waiting-room for Native passengers at Tiroor	Capital	Rs 3,590	The Traffic Manager states that "the present accommodation is incommensurate with the traffic. Average monthly number of passengers booked is 3,000."	Twelve months after date of receipt of sanction
12 The four walls which now divide the goods shed at Tiroor to be removed	Revenue	200	The Traffic Manager states that "the Station master at present occupies a part of the goods shed, but as the whole of this building is required for goods, a bungalow is required for the Station master."	
13 A bungalow for the Station master at Tiroor	Do	700	The Traffic Manager states that "no accommodation has been hitherto provided for the staff."	
14 A bungalow for Station master at Tudurloor	Do	700		
15 Three huts for Native staff at Tudurloor	Do	960		
16 Single 6-foot culvert at 20 1/2 miles, Bangalore Branch	Do	4,445	The irrigation culvert at 20 1/2 miles was washed away by the bursting of the Oosootiah and other tanks on 17th September 1874, and was replaced by a temporary bridge of 230 feet openings. It is now proposed to build a 6 feet opening to provide the necessary water-way for the irrigation channel.	
17 Gatekeepers' lodges at 0 and 9 & 10 and 11 & 12 miles, South west Line	Do	445	These lodges are required for the gatekeepers stationed at the regimental crossings on the Ravapooram branch, as the men stay on the spot night and day.	Two years after date of receipt of sanction
18 Latrines for Native staff of the Traffic Department at Tripatore	Do	395	These are required for use of the traffic subordinates and their families who occupy the houses recently built at Tripatore.	
19 Staff bungalow at Cuddapah	Capital	10,231	The present staff bungalow is built of sun dried bricks and is now 15 years old, and does not justify the expenditure of the money which is annually spent in repairs. It is therefore, proposed to build a new pukka bungalow.	Twelve months after date of receipt of sanction
20 Store room for Carriage Examiner at Salt Cotaurs	Do	1,403	Required by the Locomotive Department to secure the stores in charge of the Carriage Examiner.	
21 Proposed verandah for engine machinery shop at Perambore	Do	1,915	This verandah is considered necessary by the Locomotive Superintendent.	
22 Flagging the covered portion of the Elode station platform	Do	1,515	The Traffic Manager considers it necessary that the covered portion of the platform should be paved.	
23 A platform for loading timber on the present lay bye at Ballapully	Do	2,000	The Traffic Manager states that "the platform is required for loading wood of all kinds in which a considerable traffic exists."	Two years after date of receipt of sanction
24 Weight bridge office at Tripetty	Revenue	300	The Traffic Manager states that these are required to protect the machines from injury by the action of the weather.	
25 Do do at Cuddapah	Do	300	The Traffic Manager states that "the siding at Goondacul is required for shunting trains. Three ordinary trains meet at this station twice a day."	Two years after date of receipt of sanction
26 A lay bye 500 feet long at north end of the present main line siding at Goondacul	Capital	6,600		
27 Covering the platform south of the goods shed at Adony	Do	4,780	The Traffic Manager states that it will be necessary to cover this platform as soon as it has been extended.	Twelve months after date of receipt of sanction
28 Two drivers' bungalows at Tripetty	Do	13,582	Bungalows Nos 177 and 178 at Tripetty are catcha buildings, and are in very bad order and constantly require repair. The Locomotive Superintendent proposes to pull down these buildings and erect pukka bungalows instead.	Two years after date of receipt of sanction
29 Constructing a siding and engine shed and turn table at the Adony station	Do	8,517	As the present train service between Goondacul and Adony may be considered a permanent arrangement, the siding and turn tables will be required at the latter station for engines standing there.	Fourth quarter after receipt of sanction

Proceedings of the Madras Government, Public Works Department,
26th January 1876

No 438

ORDER THEREON, 26th January 1876, No 201

RAILWAY, No 40

THE works below Rupees 10,000 entered in this schedule are approved. Items 8, 19 and 28 will be referred to the Government of India for sanction.

(True Extract)

(Signed) G W. WALKER, Major-General, R E,
Secretary to Government

No 439

(DOCKET No 202, dated 26th January 1876)

Copy of the above forwarded to the Government of India

(True Extract)

Major-General, R E,
Secretary to Government.

Exd E C Shunker
Spare Copies

MADRAS,
13th January 1876

(Signed) R B ELWIN,
Agent and Manager

(Signed) W R ROBINSON,
Acting Chief Engineer.

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Schedule of Works proposed to be undertaken from 30th June,

Capital and Revenue Funds during the half year ending 1876.

Particulars	Estimated Cost	Explanation as to the necessity for the work	Date when Sanction will lapse
1. Loading Gauges required for Stations on the Open Line	Capital 10152	The Traffic Manager states that Loading Gauges are much required at the various Stations along the line of Railway. The work is kept in abeyance pending orders from the Government of India as to standard dimensions for fixed structures &c. (See Chief Engineer's letter to Agent and Manager No. 47 dated 16 th January 1874)	Two years after date of receipt of Sanction
2. Permanent Way Inspectors Bungalow on the Valgherry Branch	Capital 4000	This work has been included in the Schedule forwarded to Government on 6 th March 1875 in compliance with Consulting Engineer's letter No. 926 of 30 th Sept. 1874	Twelve months after date of receipt of sanction
3. Permanent Way Inspectors Bungalow at Cuddalore	Capital 4474	It is proposed to make Cuddalore the head quarters of the Inspector in charge of the 4 th Section 1 st Division N. W. Line, as it is desirable when practicable to have the Permanent Way Inspectors' head quarters at an Engine Station. The Bungalow at Montimettah was a catch building and has been pulled down.	Twelve months after date of receipt of sanction

Particulars	Estimated Cost	Explanation, as to the necessity for the work	Date when Sanctions will lapse
4. Three Fuel Stages for fueling Engines at Jolarpet.	Capital 4400	The Locomotive Superintendent states that "the Stages, at present, in use, are made up of firewood piled up and are constantly falling down, and giving trouble".	Twelve months after date of receipt of sanction.
5. Two Drivers Bungalows at Salem.	Capital 7200	The Locomotive Superintendent states that "four of the men stationed at Salem are compelled to live in houses outside the Company's Compound, and two of the Drivers, who are married men, each occupy one room only in a single bungalow".	Two years after date of receipt of sanction.
6. A siding for lifting and repairing Vehicles at Tripetty.	Capital 3500	The Locomotive Superintendent states that "an accident occurred at Tripetty Station a short time ago, in which an Engine was thrown off the line, and which would have been avoided had there been a siding specially set apart for the repairs of such Vehicles".	Twelve months after date of receipt of sanction.
7. A latrine for Native Workmen at Bellary.	Revenue 500	This has been applied for by the Locomotive Superintendent, and is considered necessary for the Native workmen at Bellary.	Twelve months after date of receipt of sanction.

Particulars		Estimated Cost	Explanation as to the necessity for the work	Date when Sanction will lapse
		Rupies		
8	Three Latrines for Workmen at Perambore	Capital 2400	The Locomotive Superintendent states that "the Latrines at present in use at the Perambore Works are temporary buildings only, which are continually out of repair and are much too small. It is difficult also to ensure their being kept clean" and considers that Permanent Latrines are very necessary.	Twelve months after date of receipt of sanction.
9	A lay by 100 feet long, and a loading platform 60 feet long at Vengalooram	Capital 3100	The Traffic Manager states that "the Lay-by and loading platform are required for goods traffic which is too large to be conducted during the time trains are allowed to stop at the Station."	Twelve months after date of receipt of sanction.
10	A bungalow for Signallers at Vellore	Capital 5800	The Traffic Manager states that "The Bungalow is required to accommodate Signallers as well as Guards working from this Station."	Two years after date of receipt of sanction.
11	A small goods shed and two lines of rail at Sunkerydroog	Capital 11,400	The Traffic Manager states that "the Goods traffic is now conducted with much inconvenience on the Passenger Platform, the outwards traffic alone averages 180 tons per mensem."	Two years after date of receipt of sanction.

Particulars	Estimated Cost	Explanation as to the necessity for the work	Date when Sanction will lapse
12. Present lay by at Wuttakallu to be lengthened to 500 feet with points at both ends	Capital 5830	The Traffic Manager reports that "increased siding accommodation is necessitated by a change in the loads of goods train at this station"	Two years after date of receipt of sanction.
13. An improvement and extension of the present accommodation for European and Native Passengers at Polghat.	Capital 8000	The Traffic Manager states that "the present accommodation is incommensurate with the Traffic. Average monthly number of passengers booked is 4500."	Two years after date of receipt of sanction
14. A waiting room for Native Passengers at Tirroor	Capital 3590	The Traffic Manager states that "the present accommodation is incommensurate with the Traffic. Average monthly number of Passengers booked is 3000."	Twelve months after date of receipt of sanction
15. The 14 walls which now divide the Goods Shed at Tirroor to be removed	Revenue 200	The Traffic Manager states that "the Station Master at present occupies a part of the Goods Shed but as the whole of this building is required for Goods a bungalow is required for the Station Master."	Twelve months after date of receipt of sanction do do
16. A bungalow for the Station Master at Tirroor	Revenue 700		

Particulars	Estimated Cost	Explanation, as to the necessity for the work	Date when Sanction will lapse
	Ruppes		
17. A bungalow for the Station Master at <u>Tudialore</u>	Revenue 700 "	The Traffic Manager states that "no accommodation has been hitherto provided for the Staff."	Twelve months after date of receipt of sanction.
18. Three huts for Native Staff at <u>Tudialore</u>	Revenue 960 "		
19. Single 6 feet Culvert at $\frac{203}{16}$ Miles. <u>Bangalore Branch</u>	Revenue 4445 "	The irrigation culvert at $\frac{203}{16}$ was washed away by the bursting of the Os-cottah and other tanks on 17 th September 1874 and was replaced by a temporary bridge of 2 30 feet openings. It is now proposed to build a 6 feet opening to provide the necessary waterway for the irrigation channel	Twelve months after date of receipt of sanction.
20. Gatekeepers Lodges, at $\frac{9}{10}$ and $\frac{11}{12}$ Miles <u>South West Line</u>	Revenue 446 "	These Lodges are required for the Gatekeepers stationed at the Regimental Crossings on the Royapuram Branch as the men stay on the spot night and day	Twelve months after date of receipt of sanction
21. Latrines for Native Staff of the Traffic Department at <u>Tripatore</u>	Revenue 395 "	These are required for use of the Traffic Subordinates and their families who occupy the houses recently built at Tripatore.	Twelve months after date of receipt of sanction
22. Staff Bungalow at <u>Cuddapah</u>	Capital 10,231 "	The present Staff Bungalow is built of sundried bricks and is now 15 years old, and does not justify the	Two years after date of receipt of sanction.

Particulars	Estimated Cost	Explanation as to the necessity for the work	Date when Sanction will lapse
	Rupies		
23. Store room for Carriage Examiner at Salt Cotaurs	Capital	1400	Expenditure of the money which is annually spent, in repairs - It is therefore proposed to build a new pukka bungalow.
24. Proposed Verandah for Engine Machinery Shop at Perambalur	Capital	1915	Required by the Locomotive Department to secure the Stores in charge of the Carriage Examiner
25. Flagging the Covered portion of the Erode Station Platform	Capital	1515	This Verandah is considered necessary by the Locomotive Superintendent
26. A platform for loading timber on the present lay-by at Ballapully	Capital	2000	The Traffic Manager considers it necessary that the covered portion of the Platform should be paved
27. Weigh Bridge Office at Tripetty	Revenue	300	The Traffic Manager states that "the platform is required for loading wood of all kinds, in which a considerable traffic exists."
28. do at Cuddalore	Revenue	300	The Traffic Manager states that these are required to protect the machines from injury by the action of the weather
29. A lay-by 500 feet long, at North end of the present Main line Siding at Goodacul	Capital	6600	The Traffic Manager states that "the Siding at Goodacul is required for shunting trains - Three ordinary
			Twelve months after date of receipt of sanction.
			Twelve months after date of receipt of sanction
			Twelve months after date of receipt of sanction
			Twelve months after date of receipt of sanction
			Twelve months after date of receipt of sanction.
			Two years after date of receipt of sanction

Particulars		Estimated Cost		Explanation as to the necessity for the work	Date when sanction will lapse
		Rupers			
20 Covering the Platform south of the Goods Shed at Adoni	Capital	4,780	"	Trains meet at this station twice a day. The Traffic Manager states that it will be necessary to cover this platform as soon as it has been extended	Twelve months after date of receipt of sanction
21 Two Drivers Bungalows at Tripetty	Capital	13,582	"	Bungalows Nos 177 and 178 at Tripetty are kutcha buildings and are in very bad order and constantly require repair. The Locomotive Superintendent proposes to pull down these buildings and erect pukka bungalows instead.	Two years after date of receipt of sanction.
22 Constructing a siding and engine shed and turntable at the Adoni station	Capital	8,517	"	As the present tram service between Coondacul and Adoni may be considered a permanent arrangement, shelter and turntables will be required at the latter station for engines standing there.	Fourth quarter after receipt of sanction.

Madras Railway,
Chief Engrs Office,
13th January 1876

H. J. Lister
Agent and Manager

W. R. Robinson
Acting Chief Engineer

Pl

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 18th January 1876.

No. 26

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
enclose herewith, for approval,
a schedule of works proposed
to be undertaken on the Mad-
ras Railway during the half-
year ending the 30th June 1876,
from Capital and Revenue ~
funds.

The approval of the
Government of India will be
required to items 8, 19, and 28.
J

M. 432/76

Pro. 26th Jan 76 B.M.

I have the honour to be,

Sir,

Your most obedt. Servt.

W. M. M. M. M. Lt. Col. R. E.

Com. Eng. for Railways

4010-July/5 No 1957.

No 201

Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 26 Jan 76.
Read the following —

From
The Consulting Engineer
for Railways

(H.C. No 26 of 15th Jan 1876)

The works below
Rs 10,000 entered in
this Schedule are ap-
proved. Memo 8
19 and 28 will be
referred to the Gov-
ernment of India for
sanction.

H.C. No 202 of 26 Jan 76

No 202

Copies of the above
forwarded to the
Government of India

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Consulting Engineer
for Railways
Examiner Railway
Accounts
rep-11-2-76

B. 1. 437

G.O. No 201-2-26.1-76

P.M. 1876

RAILWAY DEPARTMENT.

No 432

From
The Consulting Engineer
for Railways,

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

Dated 18th January 1876
Recd 1/25
G-1, 1 No. 26

Forwarding for
approval a schedule
of works proposed to
be undertaken by the
Madras Railway
during the half year
ending 30 June 1876
from Cape of Good Hope
to Durban.

452
Govt. of 1876 Madras.
PUBLIC WORKS.

To Govt. of India
Consig: Supp for Rep.

28/11/76
Dated,

For

For

Encl

G. O. 25 Jan 1876, No

101
202

Nos. 437-439
440

Forwarding copy of Dns:
on Schedule of Works proposed
for undertaking on the
Madras P.W. from Capital
& Revenue during the half-
year ending 30th June 1876
& requesting sanction to those
works of which the probable
cost is above Rs 10,000.

Schedule of Works proposed
for undertaking on the
Madras P.W. during the half-
year ending 30th June 1876.
The works below Rs 10,000 as
entered in the — approved
those above referred for the
sanction of the Govt. of India.