

(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. <i>2084-85 (By)</i>	Press
B.P. No.	Mis.

Dated

14-8-

1876.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
14th August 1876. No. 2,035.*

No. 265. 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, 22nd July 1876, No. 356 :—

I HAVE the honor to submit for approval a schedule of works proposed to be undertaken on the Madras Railway during the half-year ending the 31st December 1876, from Capital and Revenue Funds.

2. The approval of the Government of India will be required to item 7.

Schedule of Works proposed to be undertaken from Capital and Revenue Funds during the half-year ending 31st December 1876.

Particulars.	Estimated Cost.	Explanation as to the necessity for the Work.	Date when Sanction will lapse.	Remarks.
1. Permanent-way Inspector's bungalow at Cuddapah.	Capital Rs. 4,174	It is proposed to make Cuddapah the head-quarters of the Inspector in charge of the 4th Section, 1st Division, North-west Line, as it is desirable when practicable to have the Permanent-way Inspector's head-quarters at an engine station. The bungalow at Wommeliah was a chichee building and has been pulled down.	Twelve months after date of receipt of sanction.	A sum of Rupees 3,900 was entered in schedule for half-year ending 31st December 1875 (G.O., No. 1,996, dated 19th July 1875.)
2. A bungalow for the Station-master at Tiruhallore.	Do. 1,500	The Traffic Manager states that "no accommodation has been hitherto provided for the staff."	Do. do.	A sum of Rupees 700, chargeable to Revenue, was entered in schedule for half-year ending 30th June 1876 (G.O., No. 201, dated 26th January 1876.)
3. Staff bungalow at Cuddapah.	Cap. 6,239 Rev. 3,942	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.	Two years after date of receipt of sanction.	Sanctioned in Proceedings of Government, No. 618, dated 8th March 1876. The estimate is now apportioned between Capital and Revenue.
4. Two Engine Drivers' bungalows at Jolarpet.	Capital 5,123	The running Firemen's bungalow at this station has been taken up for resident Drivers, and an alteration in the time-table has recently necessitated the transference of a Salem Driver to Jolarpet. The greater number of Firemen of Madras, and all those from Bangalore, are European or East Indian; they use the running Drivers' bungalow, which is very much overcrowded in consequence.	Do. do.	
5. Locomotive Foreman's bungalow at Jolarpet.	Revenue 2,970	The bungalow now occupied by the Locomotive Foreman at Jolarpet is scarcely in a habitable condition; the walls are cracked, and the roof is in a very bad state. It is proposed to pull down the bungalow and erect a new one.	Twelve months after date of receipt of sanction.	
6. Gate-house at Mettapallam.	Do. 183	The Traffic Manager has applied for this gate-house which he considers necessary.	Do. do.	
7. Engine shed at Royapuram.	Capital 17,000	At this important station there is shed accommodation for nine engines only, and that of an inferior description. Sixteen engines are required here daily for the purposes of the traffic; the spare engines are kept here until sick engines until they can be repaired at Perambur Works. The Locomotive Superintendent proposes that shed accommodation should be provided for thirty engines, and that the water-supply should be improved.	Two years after date of receipt of sanction.	

Proceedings of the Madras Government, Public Works Department,
14th August 1876. No. 2,085.

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

Particulars.	Estimated Cost.	Explanation as to the necessity for the Work.	Date when Sanction will lapse.	Remarks.
8. Two fuel stagings for fuelling engines at Vaniambady.	Revenue .. 700	The Locomotive Superintendent has applied for these stagings; it is proposed to make them of stone wall filled in with soil.	Twelve months after date of receipt of sanction.	
9. Laterite wall around the stationary engine shed at Beypore.	Do. .. 2,000	The planking around the engine shed is decayed and worn out; it is proposed to remove it and erect a laterite wall.	Do. do.	
10. Pump for locomotive well at Tripotly.	Do. .. 500	The Locomotive Superintendent considers it advisable that a pump should be fitted to the well at the north end of the station in place of the very high bucket lift now in use.	Do. do.	
11. Paving the flooring of the engine shed at Ghooty.	Capital .. 1,400	The Locomotive Superintendent thinks it highly desirable that this floor should be paved.	Do. do.	
12. Shed around the shear legs at Ghooty.	Revenue .. 1,000	The Locomotive Superintendent recommends that a light roof or covering should be erected round the shear legs to protect the workmen from the sun.	Do. do.	
13. Goods godown and platform at Luckady.	Cap. 3,642 Rev. 1,241	The requirements of the traffic render increased goods accommodation necessary at these two stations (see Consulting Engineer's letter No. 341, dated 3rd April 1876.)	Do. do.	
14. Do. at Tanoor.	Cap. 6,500 Rev. 120			
15. Extension of catch-siding at Arcot.	Capital .. 1,250	The present catch-siding is on a bank, 10 feet high, which ends abruptly. In case a train ran into the siding and through the buffer frame, the engine would fall over the end of the bank and drag the train after it. In order to avoid this it is intended to prolong the siding by one chain, so that there will be a considerable portion of the bank behind the buffer frame.	Do. do.	

MADRAS,
22nd July 1876.

(Signed) J. W. MELLIS,
for Agent and Manager.

(Signed) W. R. ROBINSON,
Acting Chief Engineer.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 3rd April 1876, No. 341.

ADVERTING to your letter, No. 265, of the 16th ultimo and previous correspondence, also to the examination of the stations between Pothanore and Beypore which was made by us with the Traffic Manager upon the 31st ultimo, I have the honor to request that plans and estimates providing for the under-mentioned accommodation may be prepared as soon as possible:—

Station-masters' houses at—

Muddikerry.
Conjeevoda.
Purley.
Luckady.

Puttambay.
Cootipooram.
Tiroor.
Tanoor.
Perpengady.

Third-class waiting rooms at—

Palghaut.
Tiroor.

Goods godowns at—

Luckady.
Tanoor.

Proceedings of the Madras Government, Public Works Department,
14th August 1876. No. 2,085.

With the exception of Luckady, Tiroor, and Tanoor, the Station-masters' houses above enumerated are, in my opinion, absolutely necessary, in order that the station-houses may be set free for the comfort and convenience of the public. At Luckady, the Station-master lives at some distance from the station—an arrangement which should not continue. At Tiroor, the Station-master occupies at present half of the goods shed, the space being much required for the accommodation of goods. At Tanoor, the Station-master's house is in a dilapidated state and much in need of repair; but being of cutcha materials it is not advisable to expend money upon it.

3. I understand that you and Mr. Church agree with me in the foregoing opinions; also with regard to the necessity for third-class waiting rooms and goods godowns at the stations specified.

I beg that, in each case, the accommodation provided may be strictly limited to what is absolutely necessary, in order that the outlay may be kept as low as possible.

The sanction communicated in my letter, No. 255, dated the 10th ultimo, will be considered as cancelled.

No. 266.

ORDER THEREON, 14th August 1876, No. 2,084.

RAILWAY, No. 17-A.

The following orders are passed on the schedule of works proposed to be undertaken by the Madras Railway

Company during the half-year ending 31st December 1876.

Item 3.—This may be deferred, as there is no doubt the building can be maintained for another two years.

Item 9.—It will probably be more economical to renew the planking, which would apparently not be likely to cost half the sum it is proposed to spend on the laterite wall.

Item 11.—This work also may be deferred.

Item 7 will be referred for the orders of the Government of India; but, before recommending it, the Governor in Council desires to learn whether the portion of the large covered area of station cannot be made available as standing room for engines.

These modifications will result in the savings shown below:—

	Capital. RS.	Revenue. RS.
Item 3	6,289	3,942
Item 9	...	1,000
Item 11	1,400	...
		4,942
Deduct maintenance of No. 3, say	...	1,000
	7,689	3,942

(True Extract.)

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

No. 267.

DOCKET No. 2,085, dated 14th August 1876.

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel,

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

Exd. E. C. Shunker.
Spare Copies

P. H. 5272 / 76

Schedule of works to be undertaken
from Capital and Revenue Funds
for half-year 31st December 1876.

Schedule of works proposed to be undertaken from Capital and Revenue Funds during the half-year ending 31st December 1876.

Particulars.	Estimated cost. Rupees.	Explanation as to the necessity for the work.	Date when sanction will lapse.	Remarks.
1 Permanent ways Inspector's Bungalow at Cuddapah.	Capital 4,474	It is proposed to make Cuddapah the head-quarters of the Inspector in charge of the 4 th Section 1 st Division A.W. Line - as it is desirable when practicable to have the permanent way Inspector's head-quarters at an engine station. The Bungalow at Montinittah was a Kutcha building and has been pulled down.	Twelve months after date of receipt of sanction.	A sum of Rs 2,900 was entered in schedule 1875 (G.O. No 1956 dated 10 th July 1875).
2 A Bungalow for the Station Master at Tadialore.	Capital 1,500	states that no accommodation has been hitherto provided for the staff.	Twelve months after date of receipt of sanction.	A sum of Rs 700 ⁰⁰ chargeable to Revenue was entered in schedule for half year ending 30 June 1876 (G.O. No 201 dated 26 January 1876).
3 Staff Bungalow at Cuddapah.	Cap 6,289 Rev 3,942 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.	Two years after date of receipt of sanction.	Sanctioned in Pro. of Govt. No 618 of 8 th March 1876. The estimate is now apportioned between Capital and Revenue.
4 Two Engine Drivers' Bungalows at Jollary etc.	Capital 5,122	The running fireman's Bungalow is taken up for resident Drivers and an	Two years after date of receipt of sanction.	

Schedule of works proposed to be undertaken from Capital and Revenue Funds during the half-year ending 31st December 1876.

Particulars.	Estimated cost. Rupees.	Explanation as to the necessity for the work.	Date when sanction will lapse.	Remarks.
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6

an alteration in the time table has recently necessitated the transference of a Salem Driver to Jollarpet. The greater number of ferriemen out of Madras, and all those from Bangalore, are European or East Indian; they use the running Drivers' bungalow which is very much over-crowded in consequence.

5 Loco Foreman's Bungalow at Jollarpett

Revenue 2,970

The Bungalow now occupied by the Loco Foreman at Jollarpett is scarcely in a habit. Twelve months able condition the walls are cracked after date of receipt of sanction and the roof is in a very bad state. It is proposed to pull down the Bungalow and erect a new one.

6 Gatehouse at Mettupollim

Revenue 183

The Traffic Manager Twelve months has applied for this gatehouse after date of receipt of sanction which he considers necessary.

13

B4

Schedule of works proposed to be undertaken from 1st January 1876 to 31st December 1876.

Particulars.	Estimated cost. Rupees.	Explanation as to the necessity for the work.	Date when sanction will lapse.	Remarks.
7 Engine shed at Royapuram Capital 17,000 ..		At this important station there is ~~no~~ accommodation for 9 engines only and that of an inferior description. 16 engines are required here daily for the purposes of the traffic; the spare engines are kept here and all sick engines until they can be received at Perambur works. The Loco. Superintendent proposes that shed accommodation should be provided for 30 engines and that the water supply should be improved.	Two years after date of receipt of sanction.	
8 Two fuel stagings for fueling Engines at Tanjore } Revenue 700 ..		The Loco. Superintendent has applied for these stagings it is proposed to make them of stone wall filled in with soil.	Twelve months after date of receipt of sanction.	
9 Latiride wall around the stationary engine shed at Bangalore } Revenue 2,000 ..		The planking around the engine shed is decayed and worn and it is proposed to remove it and erect a latiride wall.	Twelve months after date of receipt of sanction.	

Schedule of works proposed to be undertaken from Capital and Revenue Funds during the half-year ending 31st December 1876.

Particulars.	Estimated cost. Rupees.	Explanation as to the necessity for the work.	Date when sanction will lapse.	Remarks.
10 Pump for Loco. well at Tripetty	Revenue 500	The Locomotive Superintendent considers it advisable that a pump should be fitted to the well at the North end of the station in place of the very high bucket lift now in use.	Twelve months after date of receipt of sanction.	
11 Paving the flooring of the engine shed at Gooty.	Capital 1,400	The Locomotive Superintendent thinks it highly desirable that this floor should be paved.	Twelve months after date of receipt of sanction.	
12 Shed around the shear legs at Gooty	Revenue 1,000	The Locomotive Superintendent recommends that a light roof or covering should be erected round the shear legs to protect the workmen from the sun.	Twelve months after date of receipt of sanction.	
13 Goods godown and Platform at Luckhady	Cap 36,420	The requirements of the traffic under increased goods accommodation necessary at these two stations (See Com. Engrs. Letter No. 341 dated 3 rd April 1876)	Twelve months after date of receipt of sanction.	
14 " " at Tanvor	Rev. 12,461 4,883 Cap 6,500 Rev. 120 16,620			

Particulars.

Estimated
cost.
Rupees.

Explanation as to the necessity for
the work.

Date when sanc-
tion will lapse.

Remarks.

13

15 Extension of catch-
siding at Arcot

Capital 1,250 "

The present catch siding
is on a bank 10 feet high which
ends abruptly. In case a train
ran into the siding and through
the buffer frame, the engine would
fall over the end of the bank and after date of
drag the train after it. In order receipt of
to avoid this it is intended to sanction.
prolong the siding by one
chain so that there will be a
considerable portion of the
bank behind the buffer
frame.

Wm J. M. Mallett
for the M. & P. Manager

(sd) W. R. Robinson
As. Chief Engineer

(True Copy)

Wm. R. Robinson
for the M. & P. Manager

Received
22nd July
1876

P

Caraway Depart

Hono: Capt's Office

N 341

To The Agent and Managers
of the Adams Railway Company
Sir,

Referring to your letter
N 265 of the 16th ultimo and previous
correspondence, also to the examination
of the station between Potlatch and
Bozeman which was made by us with
the Station Manager upon the 31st
ultimo, I have the honor to request
that plans and estimates providing
for the undementioned accommodation
may be prepared as soon as possible.

Station Master's houses at

Montpelier

Conjoco

Purley

Luskaby

Puttambay

Castroville

Seroot

Sauod

Pesungady

Herd class waiting rooms at
Palghat
Seroot

Goods godowns at
Luleady
Sauod

With the exception of Luleady,
Seroot, and Sauod, the station
masters houses above enumerated
are in my opinion absolutely
necessary, in order that the station
houses may be set free for the
comfort and convenience of the
public. At Luleady, the station
master lives at some distance from
the station, an arrangement which
should

should not continue. At Seroot
the station master occupies at present
half of the goods shed, the space
being much required for the
accommodation of goods. At Sauod
the station master's house is in a
dilapidated state, and much in
need of repair, but being of kutcha
materials it is not advisable to
expend money upon it.

3 I understand that you
and Mr. Colvill agree with me
in the foregoing opinions; also
with regard to the necessity for
herd class waiting rooms and
goods godowns at the stations
specified.

I beg that, in each case,
the accommodation provided may be
strictly limited to what is ab-
solutely necessary, in order that
the outlay may be kept as low as
possible

5279
2

The sanction communicated
in my letter No 255 dated. The
10th ultimo will be considered as
cancelled.

I have &c.

Signed / J H M Shaw Stewart
Lt Col R E

Madras
3rd April
1876

Cons: Engr for Railways

(I enc copy)

Thos. Doyle

Asst to the Cons: Engr for Rly

Op

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 22nd July 1876.

No. 356

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 approval a schedule
of works proposed to be under-
taken on the Madras Railway
during the half-year ending the
31st December 1876, from Capital
and Revenue Funds.

2. The approval of the Govern-
ment of India will be required to
item 7.

I have the honour to be, Sir,
Your most Obedt Servant,
W. H. Coaker R.E., Capt.
for Cons: Engr for Railways.

9010-7-75 No 1956.
 - 26-1-76 - 202
 - 8-3-76 - 618.

P. W. 1876 Dept
 No 5279

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

Read the following:—

From
 The Consulting Engineer
 for Railways } (M.E. No 356 d/22nd July/76)

I think No. 3 should be
 defined for a notice 2 years
 that in case of No. 9. The planning referred for the Orders
 can probably be noticed for of the Government of India
 top than Rs 2000 - probably for half. The remaining works
 that No 11. may be defined included in the Schedule

Saving on revenue 3942 23
 say 1000 209 are approved.
 4942
 Saving on Capital top say 10000
 6000 - 10000
 1400 - 11
 No. 7.589 No. 3942

Sanction No 11. saving No
 708 of Rs. with respect to which
 it is assumed that it has been
 fully considered whether no part of
 present station shed can be utilized
 for spare engines or not. 1/10/76
 Conf. Engr. for Railways.
 Examiner of Railway Accts.

Relic - 11-8-76 Date 14-8-76
 G. 11-8-76 Date 11-8-76
 Dep. 2 to 2.4.25/76

Instructions for the
 General estimate of works
 proposed to be carried out
 during the next 2 years
 ending 31st December 1876

Dated 22nd July
 Received 24th July
 1876

No. 356

RAILWAY DEPARTMENT.
 From
 The Consulting Engineer
 for Railways.
 To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.

Handwritten notes on the left page, including "The Consulting Engineers" and "Great Railways".

No 2084

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 14 Aug/76.

Read the following:—

From
The Consulting Engineers }
Great Railways } (H.E. & Co. 356 of 22nd July/76)

The following orders
are passed on the schedule
of work proposed to be
undertaken by the Madras
Railway Company during
the half year ending 31st
December 1876.

Item 3. This may be deferred
as there is no doubt the building
can be maintained for two years

Item 9. It will probably be
more economical to
renew the plankings which
would not apparently
not be likely to cost more than half the
amount it is proposed to
spend on the lattice work.

This too may be deferred.

Will be referred to the Govt.

for the Order of the Government of India.

These modifications will result in the savings shown below.

Item 3. — Capital	6,289	Revenue	3,942
Item 9. —			1,000
Item 11. —	1,400		
Reduction of maintenance			4,942
of No. 5. say	7,689		1,000
			3,942

but before recommending it the Governor in Council desires to know whether the portion of the large covered area of station can be made available for other purposes.

(V.L. No. 105 of 4 Aug. 1887)

Copy of the above forwarded to the Government of India.

Wm. H. H. H.

Comr. Inq. for Railways
Genl. Railway Accounts
Decd 31/87

Wm. H. H. H.

5279

GOVT. of MADRAS
PUBLIC WORKS.

The Commr. of P.W. for M.

Date

Place

Dist.

Encl.

to the Commr. of P.W. for M.

No. 265 (267)

Schedule of Works proposed to be
undertaken by the Madras Road
way Company during the half
year ending 31st Decr 1876.

Passing orders on
the _____

1-9-76

Forwarding copy of orders
passed on the schedule of
works proposed to be under-
taken by the Madras R.
(Co) during the half year
ending 31st Decr 1876.

4/9/76

Encl.