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MADRAS RECORD OFFICE

Government of Madras

DEPARTMENT

G.O. No.	2752	Press
B.P. No.		Mis. —
Dated	14.10	6876
		—195—

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
14th October 1876. No. 2,752.*

No. 203. 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, 27th September 1876, No. 469:—

Upon receipt of the Proceedings of the Government, under date the 23rd August 1876, No. 2,225, the Superintendent of the Madras Harbour Works was addressed upon the subject of the agency by which the beach extension of the South Indian Railway should be carried out. Copies of the letters* are enclosed for the information of Government. It will be seen that Mr. Thorowgood is of opinion that the work should be carried out by the South Indian Railway Company.

*To Superintendent, Harbour Works, No. 1,163, 4th September 1876.

From do. No. 123, 5th do.

2. I have also the honor to lay before Government, for consideration, a letter† from the Company's Agent, forwarding a plan and estimate for constructing a temporary line from the present Madras terminus to the Harbour Works. The estimate amounts to Rupees 72,694; but it should be noticed that the greater part of this sum represents the cost of permanent-way, fencing, girders for bridges, &c. In some items the estimate appears susceptible of reduction; for example, in the bridge over Cochrane's Canal, for which three 40 feet openings, spanned by wrought iron girders, have been provided.

3. It will be seen that Mr. Betts offers, on behalf of his Company, to commence the extension at once, and that he is willing to accept the same terms as those agreed to by the Madras Railway Company.

4. The amount of additional rolling stock which will be required and the type of wagon to be adopted are questions which cannot be decided until the Superintendent of the Harbour Works is in a position to name the amount of stone to be taken from the South Indian Railway, and the arrangements to be made for its conveyance. I understand from Mr. Thorowgood that he is not yet able to come to a conclusion upon these points.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to E. N. THOROWGOOD, Esq., Superintendent of the Madras Harbour Works, dated Madras, 4th September 1876, No. 1,163.

WITH reference to the Order of Government, dated 23rd August 1876, No. 2,225, I have the honor to request that I may be favored with your views as to the agency by which the extension of the South Indian Railway to the south surf bank should be carried out.

2. The order referred to appears to contemplate the work being executed under your direction; but I am under the impression that in the discussions which took place the South Indian Railway Authorities were led to believe that the extension would be entrusted to that Company. I am of opinion that this arrangement would be preferable, inasmuch as the locomotive and rolling stock of the Railway could then be utilized in conveying the material up to the site of the Harbour Works. The same rate per ton per mile being charged as may be agreed upon over the portion of the main line used.

3. On the contrary assumption the payments to be made to the Railway would be complicated by charges for hire of locomotive and rolling stock; while it is also probable that the facilities available to the Company for the construction of the extension are greater than you can command.

Authorities

Proceedings of the Madras Government, Public Works Department,
14th October 1876. No. 2,752.

4. Should you agree with me in the above conclusion, I will address Government and the Railway Company in view to the work being put in hand with as little delay as possible.

From F. N. THOROWGOOD, Esq., Superintendent of the Madras Harbour Works, to Major C. J. SMITH, R.E., Consulting Engineer for Railways, dated Madras, 5th September 1876, No. 123 R.

I HAVE the honor to acknowledge the receipt of your letter, No. 1,163, dated 4th September, in which you refer to G.O., No. 2,225, dated 23rd August, recommending the extension to the Madras beach of the South Indian Railway, and in which you ask for my views as to the agency for carrying out that extension.

2. I was in some doubt after reading the Government Order referred to as to whether the Government intended the work to be done under my supervision or that of the South Indian Railway Company.

3. Before receiving your letter, I had come to the conclusion that it would be much better that the Railway Company should do the work, and after having considered the points that you have so clearly put before me in your letter, my opinion is only confirmed. Your remarks in paragraph 3 of your letter seem to me to carry the strongest reasons, as I feel confident that endless complications might arise from hire of rolling stock. Further, there is no doubt that the Railway Company have greater resources at hand than I have; for at present I am wholly unprepared in the way of materials, plant or staff to carry out the work.

4. I shall be glad if, as suggested in your letter, you would address Government and the Railway Company on this point.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. M. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 25th September 1876, No. 2,229.

Your letter No. 963 of the 6th instant. I forward herewith a plan and estimate (in duplicate), amounting to Rupees 72,694, for constructing a temporary line from this Company's station in Madras to the Harbour Works; and I have to intimate, on behalf of this Company, that I am prepared to put the extension in hand directly the sanction of Government to its execution is conveyed to me.

2. With regard to the rate to be charged for the conveyance of stone for the Harbour Works, I am willing to accept the same terms as those agreed to by the Madras Railway Company.

3. Not having received the information which in the 4th paragraph of your letter you said should be sent, I am unable at present to estimate what addition will require to be made to our rolling stock to secure the prompt working of this stone traffic.

4. The accompanying estimates have not been signed by the Deputy Engineer, as he informs me that sufficient provision has not been made in the current year's Budget to meet the proposed expenditure. It will be necessary to communicate with the Acting Chief Engineer to know from what heading a transfer can be made, but this can be settled afterwards, and rather than delay the estimate I send it forward without Mr. Williams' signature.

No. 204.

ORDER THEREON, 14th October 1876, No. 2,752.

RAILWAY, No. 16.

It is observed from the estimate submitted that it is proposed, not only that the beach extension of the South Indian Railway shall be carried out by the agency of that Company, but that its cost shall be charged to the guaranteed capital of that line. In stating therefore

Proceedings of the Madras Government, Public Works Department,
14th October 1876. No. 2,752.

that the Agent of the South Indian Railway was willing to accept the same terms as those agreed to by the Madras Railway Company, the Consulting Engineer has overlooked the fact that the doubling of the latter line for supply of Harbour material is being carried out at the cost of the Railway Company. The difference is of great consequence, as the present proposal involves a reference to the Government of India for sanction, and consequent indefinite delay.

2. It is doubtless impossible for the Agent of the South Indian Railway Company to state whether he can undertake to carry out the work at the cost of the Company, as it is impossible for him to estimate the cost of the additional rolling stock required until he shall have been supplied by the Harbour Superintendent with the statement of the amount of stone which he will be prepared to receive from quarries on the South Indian Line. The cost of the extension must be chargeable to the Harbour Works, if not to the Revenue Account of the Railway; and it is essential in either case that the amount of the material to be carried shall be determined, in order that it may be seen whether it is worthwhile incurring that cost. Mr. Thorowgood will, therefore, be so good as to report on the subject as soon as practicable. So long as the extension is not to be chargeable to Railway Capital, the Government are desirous that it be carried out at once by the Railway agency as proposed; the estimate being amended by reduction of bridge work and addition for rolling stock.

(True Extract.)

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

To the Consulting Engineer for Railways, with estimates and plan.
Superintendent of the Madras Harbour Works.

Exd. E. C. Shunker.
Spare Copies

Authorities

Railway Depart^t ^{S.P.} ⁴
Cms Eng's Office
Madras 4th September 1876

To N^o 1163
The Superintendent
Madras Harbour Works

Sir,

With reference to the
Order of Government dated 23rd
August 1876 N^o 2225, I have
the honour to request that I may
be favoured with your views as
to the Agency by which the extension
of the South Indian Railway to
the South surf Bank should be
carried out.

2 The order referred to
appears to contemplate the work
being executed under your direction,
but I am under the impression
that in the discussions which took
place the South Indian Railway
Authorities

Authorities were led to believe that the extension would be entrusted to that Company. I am of opinion that this arrangement would be preferable, inasmuch as the locomotive and rolling stock of the Railway could then be utilised in conveying the material up to the side of the Harbour works. The same rate per ton per mile being charged as may be agreed upon over the portion of the main line used.

3. On the contrary assumption the payments to be made to the Railway would be complicated by charges for hire of locomotive and rolling stock, while it is also probable that the facilities available to the Company for

5
for the construction ^{of} the extension are greater than you can command.

4. Should you agree with me in the above conclusion I will address Government and the Railway Company in view to the work being put in hand with as little delay as possible.

I have, &c.,

Sd/- W. H. Coaker Capt R.E.
for Offs. Engs for Railway
(True Copy)

Manthorpe
Supt R.E.

for Engs for Railway

P.W.D.

29 SEP 76

N. 9.

No. 123 P.

SH

From

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS.

To

Major C. J. Smith R.E.,
Offg Consulting Engineer for Railways.

MADRAS, 5th September 1876.

Sir,

I have the honor to acknowledge the receipt of your letter N. 1163 dated 4th September in which you refer to G.O. N. 2225 dated August 23, recommending the extension to the Madras Beach of the South Indian Railway and in which you ask for my views as to the agency for carrying out that extension.

2. I was in some doubt after reading the Government Order referred to as to whether the Government intended the work to be done under my supervision or that of the South Indian Railway Company.

3. Before receiving your letter I had come to the conclusion that it would be much better that the Railway Company should do the work

and after having considered the points that you
have so clearly put before me in your letter,
my opinion is only confirmed. Your remark
in paragraph 3 of your letter, seem to me to
carry the strongest reasons - as I feel confi-
dent that endless complications might arise
from hire of rolling stock - Further, there
is no doubt that the Railway Company have
greater resources at hand than I have - for
at present I am wholly unprepared in the
way of materials, plant or staff to carry
out the work. -

11. I shall be glad if, as suggested in
your letter, you would address Government
and the Railway Company on this point.

I have the honor to be,

Sir
Your most obedient servant

J. H. Morrowford
Superintendent

No. 2229

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 25 September 1876

From

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

To

The Consulting Engineer for Railways
Madras.

SIR,

Your letter N. 963 of the 6th Inst. I forward herewith a plan and estimate (in duplicate) amounting to Rs. 72,694 for constructing a temporary line from this Company's station in Madras to the Harbor Works, and I have to intimate, on behalf of this Company, that I am prepared to put the extension in hand directly the sanction of Government to its execution is conveyed to me.

With regard to the rate to be charged for the conveyance of stone for the Harbor Works I am willing to accept the same terms as those agreed to by the Madras Railway Company.

Not having received the information which in the fourth paragraph of your letter, you said, should be sent, I am unable at present to estimate what addition will require to be made to our Rolling Stock to secure the prompt working of this stone traffic.

The accompanying estimates have not been signed by the Deputy Examiner, as he informs me that sufficient provision has not been made in the current year's Budget to meet the proposed expenditure. It will be necessary to communicate with the Acting Chief Engineer to know from what heading a transfer can be made, but this can be settled afterwards, and rather than delay the estimate, I send it forward, without Mr. Williams's signature.

Howe &c

P.W.D.

29/3/76

13-24/76

5. 1/11.
1/11.

will be seen that Mr. Thos-
-rowgood is of opinion that
the work should be carried
out by the South Indian
Railway Company.

2. I have also the
honour to lay before Govern-
-ment, for consideration, a
letter* from the Company's
Agent, forwarding a plan
and estimate for constructing
a temporary line from the
present Madras terminus to
the Harbour Works. The
estimate amounts to Rs. 72,694; * N: 2229-25th
September 1876
but it should be noticed that
the greater part of this sum
represents

2

represents the cost ⁹⁰ of permanent
way, fencing, girders for bridges,
&c. In some items the es-
-timate appears susceptible of
reduction; for example, in the
bridge over Lochrane's Canal,
for which three 40 feet open-
-ings, spanned by wrought-
-iron girders, have been provided.

3. It will be seen
that Mr. Betts offers, on behalf
of his Company, to commence the
extension at once; and that he
is willing to accept the same
terms as those agreed to by the
Madras Railway Company.

4. The amount of ad-
-ditional rolling stock which
will

will be required, and the type
of wagon to be adopted, are
questions which cannot be de-
cided until the Superinten-
dent of the Harbour Works
is in a position to name the
amount of stone to be taken
from the South Indian Rail-
way, and the arrangements to
be made for its conveyance.
I understand from Mr. Sho-
rawgood that he is not yet
able to come to a conclusion
upon these points.

I have the honour to be

Sir

Your most obedient servant

Mantworth ^{Lieut. Col., R.E.,}

Consulting Engineer for Railways

104

3

25th
8/6

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 " 4-8-76 - 2007
 " 5-8-76 - 2074
 " 23-8-76 - 2225

P.W.D.
 29 SEP 76
 No. 0

PUBLIC WORKS DEPARTMENT.

119

Letter from the Consulting Engineer
 for Railways No 469 of 27th Sept 1876

Letter from the Consulting Engineer
for Railways No 469 of 27th Sept 1876.

FOR ORDERS. previous to being
brought to Council.

Major Genl. R.E.

Secretary to Govt. D.P.W.

I have no doubt that we
 had better let the Company
 construct the temporary
 line. I am not competent
 to pronounce on the estimate
 but it must be improved
 on the Consulting Engineer
 that the work is of a
 purely temporary character
 & pay from £6 to 4 paise.

I have not by Mr. Cold. as to the
 agency the employees on their extension
 & our Harbour Engineer will be here
 before any work of importance can
 be commenced & we therefore he able
 to advise - I therefore inform the
 Comptroller that he accept the offer
 submitted & request him to prepare to
 start the work in hand with all expi-
 ditely submit & consultation with
 Mr. Parker & revision of the estimate
 with reference to the temporary character
 of the works needed.

The estimate Mr. Cold
 before Mr. P. as soon as he re-
 turns to the Presidency
 I observe that the Ch. has
 has not reviewed the estimate &
 preparatory to bringing them up for
 discussion in Council. By my hands
 on 25th under Sunday 26th of Council
 he deserves from what I gather

I will not delay this question
 till it returns, if such
 delay with. making the
 delay work. 2/10/

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

Dated 27th Sept 1876.
 Received 27th Sept 1876.
 No. 469

No 203.
 Cii - 5-10-76
 Corp 2 to 2-10-76
 the subject of the
 Appendix by which
 the Board construction
 carried out.
 J. C. P. 209 at the end of the
 carried out.

75th - 1st

A. l. l.

Having seen the
 "New York" & "Sage
 Journal" & "Union"
 distributed, some
 of the change of
 circulation, &c.

Since I have
ever loved I have
embodied a new
truth on the earth
just as a man
who I brought
over to this world
the figure of
the old and told
you and I have a

11/10/10

P. W. D.
 Proceedings of the Madras Govt. ^{to} 14th Octr 1876.
 Under date the 14th Octr 1876.
 Read the following
 The Comd^g Eng^r for Rgs (H.E. No. 469 of 24th Sept. 1876)
 It is observed from

The estimate submitted that it is proposed, not only that the Beach extension of the South Indian Railway shall be carried out by the agency of that Company, but that its cost shall be charged to the Guaranteed Capital of that line. In stating these facts the Agent of the South Indian Railway has willing to accept the same terms as those agreed to by the Madras Railway Company. The Board have ~~no objection~~ to the

fact that the
doubting of the
latter time for
supply of Har-
bin material
is being carried
out at the cost
of the American
Company - The
difference is of
great consequence
as the present
proposal involves
a reference to the
Govt. of India
for sanction, &
consequent inde-
finite delay -
It is doubtless
impossible for
the Agent of the
South India Rail-
way Company
to state whether
he can under-
take to carry
out the work
at the cost of

[Faint handwritten notes and signatures, possibly including "Wm. B. ..."]

The Company, as
it is impossible
for him to estimate
the cost of the
additional stock
being stock, 20%,
until he shall
have been super-
seded by the Stra-
bour, Supr. with
a statement of
the amount of
stock which he
will be prepared
to receive from
Quinn on the
South Indian
Rail - ~~the~~
~~be successful~~
~~transaction of~~
~~the~~ The
cost of the ex-
pense ~~should~~ ^{must} be
chargeable to the
American Works,
if not to the Gov-
ernment Account
of the Railway;
and it is a point
that is in the

case that the amount of the maintenance to be carried should be determined; in order that it may be seen whether it is worth while incurring that cost - The Government will therefore be in a position to report on the subject as soon as practicable - So long as the expenditure is not to be chargeable to Railway Capital the Govt. are desirous that it be carried out at once by the Railway Agency, as proposed; the estimate being approved by resolution of the Board, & addition for Pulling Stock.

N^o 203/4

9/11/76
 9.10

The estimate of the cost of the work - it should be expected that

C. E. Spry with estimate & plan
 Supt. of St. Works
 Also despatched to both 14/10/76

Dated

Minute of Appointment.

No.

PUBLIC WORKS DEPARTMENT.

7014
Govt. of Madras.
PUBLIC WORKS.

To *The Comdant of the Madras*
Trunk
Dated
Issued

Recd. Encl.
G. O. 14th *Batch* 876, No. 2412

Nos. 203/4

Beach collection of the
South Indian Ry.
in connection with the Madras
Waterways - Passing orders in
correspondence on the
subject of the Agency
by which the same
should be carried
out -

For P. no 1101
21-10-1906