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 (3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

63	G.O. No.	303- <i>Ray</i>	Press
64	B.P. No.		Mis.
65			
Dated		5 - 2 -	18 76

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th February 1876.*

No. 43. 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, 28th January 1876, No. 56:—

IN reply to your endorsement, No. 74, dated the 14th instant, upon a telegram from the Government of India, calling for explanation regarding the delay in opening the Madras-Chingleput line, I have the honor to enclose a report* from the Chief Engineer of the South Indian Railway, giving full explanation of the cause of delay.

2. The additional work at the Cooum and Adyar bridges, alluded to by Mr. Logan, has been undertaken in consequence of suggestions from this department, and is considered to have been necessary.

3. The press of work upon the Southern Extension, in connection with the visit of His Royal Highness the Prince of Wales, has without doubt had much to do with the comparatively slow progress of the Northern Extension; and the unfortunate necessity which compelled Mr. Betts to take leave of absence to England threw upon Mr. Logan the responsibilities of the Agency in addition to his own arduous duties, and tended to aggravate the difficulties which had to be encountered.

From D. LOGAN, Esq., Chief Engineer, to W. S. BETTS, Esq., Agent of the South Indian Railway, dated Trichinopoly, 23rd January 1876, No. 1,687.

YOUR No. 488—293 of 18th instant.

Several causes combined have to my great regret delayed the completion of the line for opening between Madras and Chingleput.

2. When I wrote (as Acting Agent) my letter of 10th September last, I did not anticipate that it could take so long to finish the Cooum bridge. This work was being carried on by night as well as by day, but I could not get it completed before the rainy season, on the approach of which the work was stopped, at the request of the Officiating Consulting Engineer, in view of the risk of working when floods in the river might be expected. The work was resumed about the end of December, and is now being pushed night and day in order to complete the north abutment which stops the way. The girder for the extra span sanctioned for this bridge was landed from England last month, and will be ready for placing in position as soon as the abutment is ready, which it is hoped can be before the end of next month.

3. When the masonry of the Adyar bridge was almost completed, it was discovered that a higher flood than any I had record of had taken place many years ago, and it was considered advisable, in consequence to avoid risk in the event of such a flood happening again, to raise our girder level by 3 feet. This work has now been finished; the girders are in position, and the bridge will be ready to be run over about the end of this month.

4. As stated in the Acting Agent's letter of the 10th September last, I had to withdraw both men and plant from the works at the Madras end to ensure the completion of the Southern Extension in time for the visit of His Royal Highness the Prince of Wales, and all our ballast wagons at Madras were shipped off to Tuticorin.

5. The line is now in a forward state between Madras and Chingleput, and unless some unforeseen difficulty, which I do not anticipate, occurs to prevent the Cooum bridge being finished, the railway can be opened to the public by the 1st of April.

*Proceedings of the Madras Government, Public Works Department,
5th February 1876.*

6. The stations are, I am sorry to say, in a very backward state, chiefly owing to my time having been almost wholly engrossed with the late press of work in the south, coupled with my having at such a time to undertake the double duties of Acting Agent and Chief Engineer, while I was unable to avail myself of any assistance from the Deputy Chief Engineer, who had to stand out in the south and see personally to the launching and fixing of most of the large girders on the line between Madura and Tuticorin. I was thus quite unable to overtake as directed the work of finally revising all station arrangements in consultation with the Traffic Manager before entering upon their construction. Now that the great press of work connected with the south is over, I am able to devote more of my time and attention to the north, and I hope very soon to have cleared off all arrears and to push ahead at a rate of progress more satisfactory alike to the Government and myself.

No. 44. ORDER THEREON, 5th February 1876, No. 303.

RAILWAY, No. 4.

ORDERED to be forwarded for the
information of the Government of India.

(Here enter No. 304, dated 5th February 1876.)

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 5th February 1876.

No. 45.

No. 304.

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. 5.

SIR,—In continuation of my telegram of the 14th January, I am directed to forward herewith papers explaining the cause of delay in opening the section of the Northern Extension of the South Indian Railway between Madras and Chingleput.

I have the honor to be,
Sir,

Your most obedient servant,

Major-General, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

Cost of 118733 Madras.
PUBLIC WORKS.

THE SECRETARY TO THE GOVERNMENT
OF INDIA

Dated February 5th.

From

To

G. O., 5th February 1876, No. 1.

MEMORANDUM.

No. 15

Forwarding papers explaining the
of delay in opening the section of the
an Extension of the S. & C. Indian Railway
between Madras and Chingleput.

South Indian Railway. Letter from the Chief Engineer to the
Agent, dated Trichinopoly 23rd January 1876 No. 1687.

From No. 488 of 18th Inst.

Several causes combined, have to my great regret delayed
completion of the line for opening between Madras and Chingleput.
When I wrote (as Acting Agent) my letter of 10th Sep-
ber last I did not anticipate that it could take so long to finish
the Comm. Bridge. This work was being carried on by night as well
as by day, but I could not get it completed before the rainy season
on the approach of which the work was stopped at the request
of the Officiating Consulting Engineer in view of the risk of working
when floods in the river might be expected. The work was resumed
about the end of December and is now being pushed night & day
in order to complete the North Abutment which stops the way.
The girders for the extra span sanctioned for this bridge were sent
from England last month and will be ready for placing in po-
sition as soon as the abutment is ready which it is hoped can be
before the end of next month.

When the masonry of the Adyar Bridge was almost
completed it was discovered that a higher flood than any I had
record of ^{had} taken place many years ago, and it was considered
advisable in consequence to avoid risk in the event of such
a flood happening again to raise our girder level by 3 feet.
This work has now been finished, the girders are in position
and the bridge will be ready to be run over about the end of
this month.

As stated in the Acting Agent's letter of the 10th
September last, I had to withdraw both men and plant from the
works at the Madras end to ensure the completion of the Southern
Extension in time for the visit of His Royal Highness the
Prince of Wales and all the Ballast wagons at Madras were
shipped off to Tuticorin.
The line is now in a forward state between

No 840
Printed in G. O.
No. 2738
21-9-75

No 840
Printed in
G. O. No. 2738
21-9-75

Madras and Chingleput and unless some unforeseen difficulty arises I do not anticipate occurs to prevent the Conn Bridge being finished the Railway can be opened to the public by the 1st of April.

The Stations are I am sorry to say in a very backward state chiefly owing to my time having been almost wholly engrossed with the late press of work in the South coupled with my having at such a time to undertake the double duty of Acting Agent & Chief Engineer while I was unable to avail myself of any assistance from the Deputy Chief Engineer who had to stand out in the South and see personally to the launching and fixing of most of the large girders on the line between Madras and Tuticorum. I was thus quite unable to undertake as directed the work of finally settling all Station arrangements in consultation with the Traffic Managers before entering upon their construction. Now that the great press of work connected with the South is over, I am able to devote more of my time and attention to the North and I hope very soon to have cleared off all arrears and to push ahead at a rate of progress more satisfactory alike to the Government and myself.

(True Copy)

Agents' Office }
Negapatam }
25 January 1876 }

William Stoth.

Agent

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 28th January 1876.

No. 56

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,

In reply to your endorsement No 74, dated the 14th instant, upon a telegram from the Government of India calling for explanation regarding the delay in opening the Madras-Chingleput line, I have the honour to enclose a report from the Chief Engineer of the South Indian Railway, giving full explanation of the cause of delay. The additional work at the Coimbatore and Adyar bridges,

No 1687
23rd January
1876.

alluded to by Mr Logan, has been undertaken in consequence of suggestions from this Department, and is considered to have been necessary.

3. The press of work upon the Southern Extension, in connection with the visit of His Royal Highness the Prince of Wales, has without doubt had much to do with the comparatively slow progress of the Northern Extension: and the unfortunate necessity which compelled Mr Petts to take leave of absence to England threw upon Mr Logan the

responsibilities of the Agency in addition to his own arduous duties, and tended to aggravate the difficulties which had to be encountered.

I have the honour to be Sir,
Your most obedient
Mentant
Lt Col R E

Yours &c J. R. Railway

1860

48214- Sept 12/75 No 2738
Cto 278 - (Telegram from Govt of India)

No 303 Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 5 Feb/76

Read the following:—

From

The Comg. Engg. for
Railways

(H.C. No. 56 of 25th Jan'y 1876)

Ordered to be for-
warded for the information
of the Govt. of India

(H.C. No. 314 of 5 Feb/76)

No 304

To The Secy to the Govt. of India
Public Works Dept.

Sir,

In continuation of my
telegram of the 15th January,
I am directed to forward
herewith papers explaining
the cause of delay in open-
ing the section of the
Northern

Dr. 10-2-76

Comg. Engg. for Ry. 21
Govt. of India Office 17

G.O. No 303-4. S. 2-76.

To

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

From

The Consulting Engineer
for Railways,

CE-24. 1876 20/1/76

No: 730

Dated 25th

Recd. 29 January 1876.

E. P. No. 56.

Submitting a

letter from the Chief Engineer
of the South Indian
Railways explaining
the delay which arose
in opening the Broad
Gauge line.

N. 43

Cir 31-1-76.

Northern Extension of the
South Indian Railway
between Madras and
Chingleput.

G.M.

1876

1876

1876

1876

1876

1876

1876

730

Govt. of 1876 Madras.
PUBLIC WORKS.

To
Cousg. Engg. for Rep
Govt. of India

Dated

Issued

Recd.

Encl.

G. O. 5 Feb. 1876, No. 303-504

Nos. 43-44
45

Time from Madras to Chingleput
- per S. E. Ry -
That the explanation of the
Agent S. E. Ry regarding the
delay in opening the
submitted by the Engg. Ry, be
forwarded for the informa-
tion of the Govt. of India.