

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	3557	Press
B.P. No.		Mis:
Dated	28. 12.	195.
		1876

Original

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
28th December 1876. No. 3,557.*

No. 611. Read the following letter from Colonel H. DRUMMOND, R.E., Deputy Secretary to the Government of India, Public Works Department, (Railways,) to Major-General G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 8th December 1876, No. 3,310-R. :—

I AM directed to acknowledge the receipt of your letter, No. 2,636, dated the 30th September 1876, submitting the revised estimates aggregating Rs. 1,49,34,218 for the two sections of the South Indian Railway, between Madras and Cuddalore and Cuddalore to Tanjore, and requesting sanction to an excess of Rupees 28,32,478 over the original estimates for both the sections. In reply, I am to communicate the following remarks in respect of the excess in the estimate for the Madras-Cuddalore section to which the attention of the Government of Madras is invited.

2. The difference between the sanctioned and the revised estimate is considerable, 33·5 per cent. is, in the opinion of the Government of India, an unusually large excess, even though the causes of the excess, as stated in your letter, are "such as could not have been foreseen with certainty when the original estimates were framed."

3. The excess on bridge work is Rupees 7,57,689. This is explained by the increased waterway found to be necessary and the other causes enumerated; the only point that requires to be cleared up is that referred to in paragraph 11 of the Consulting Engineer's note, in which he says "there was every reason to suppose that good brick earth would be found throughout, whereas for upwards of 30 miles the works are nearly all of stone." It may be that this could not have been foreseen, but there is nothing in the present communication to warrant the conclusion that more thorough inquiry on the part of the Engineers in the first instance would not have settled the point beyond all doubt.

4. The increase in permanent way is Rupees 5,43,805. It is said to be due to the fact that several contracts were let whilst high prices prevailed in the iron market, also to the rate of exchange being assumed at two shillings. Under this head there may be further excess.

5. The excess on stations and buildings is Rupees 1,63,980. In explanation of this it is said that it was originally intended to provide only the most limited accommodation. From the remarks made in paragraph 22 of the Consulting Engineer's note it would appear that the accommodation now provided is on a more than liberal scale, and that it is therefore capable of some reduction.

6. The excess on plant—engineering is Rupees 1,10,603. This it is merely said was under estimated: it is not urged that anything unforeseen has occurred.

7. I am to add that before the proposed large excess in the estimate for the Madras-Cuddalore section can be sanctioned, it should be reduced as far as possible, and its effect on the probable total cost of the line should be compared with the total subscribed capital, and the result reported for the information of the Government of India.

8. The revised estimate for the Cuddalore-Tanjore section calls for no remarks; the small excess having been satisfactorily explained.

Proceedings of the Madras Government, Public Works Department.
28th December 1876. No. 3,557.

No. 612.

ORDER THEREON, 28th December 1876, No. 3,557.

RAILWAY, No. 56.

COMMUNICATED to the Consulting Engineer for Railways for further investigation with reference to G.O. No. 2,635, dated 30th September 1876, and for report, after such reduction as may be found practicable, as to the cost of the Madras-Cuddalore section as compared with the total subscribed capital.

(True Extract.)

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

All communications
should be addressed
to the Secretary.

No. 3310-R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GUARANTEED RAILWAYS.

To

THE SECRETARY TO THE GOVERNMENT OF Madras
PUBLIC WORKS DEPARTMENT. (Railway)

FORT WILLIAM, 8th Dec^r 1876.

SIR,

I am directed to acknowledge the receipt of your letter No. 2636 dated the 30th September 1876, submitting the revised Estimates aggregating Rs. 149,34,218, for the two sections of the South Indian Railway, between Madras and Cuddalore, and Cuddalore to Tanjore, and requesting sanction to an excess of Rs. 28,32,478 over the original Estimates for both the sections. In reply I am to communicate the following remarks in respect of the excess in the Estimate for the Madras-Cuddalore section to which the attention of the Government of Madras

is invited.

2. The difference between the sanctioned and the revised Estimate is considerable, 33.5 per cent is in the opinion of the Government of India an unusually large excess even though the causes of the excess, as stated in your letter, are "such as could not have been foreseen with certainty" when the original Estimates were framed.
3. The excess on Bridge work is Rs. 7,57,689. This is explained by the increased waterway found to be necessary and the other causes enumerated; the only point that requires to be cleared up is that referred to in para: 11 of the Consulting Engineer's note, in which he says "there was every reason to suppose that good brick & earth would be found throughout, whereas for upwards of 30 miles, the works are nearly all of stone". It may be that this could not have been foreseen but there is nothing in the present communication to

to warrant the conclusion that more thorough enquiry on the part of the Engineers in the first instance would not have settled the point beyond all doubt.

4. The increase in Permanent Way is Rs. 5,43,805. It is said to be due to the fact that several contracts were let whilst high prices prevailed in the iron market, also to the rate of exchange being assumed at 2 shillings. Under this head there may be further excess.

5. The excess on Stations and Buildings is Rs. 1,63,980. In explanation of this it is said that it was originally intended to provide only the most limited accommodation. From the remarks made in para: 22 of the Consulting Engineer's note it would appear that the accommodation now provided is on a more than liberal

GO 30-9-76 No 2635 & 2636.

P.W.D.

16 DEC 76

From
The Government of India

Dated 8th December 1876

No 8810 R.

Offering certain
alterations in the estimates
for the two sections of the South
Indian Railway between Madras
and Cuddalore.

No 611

Dec: 19-12-76.

No 557

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 28th Dec^r 76.

Read the following:—

From
The Govt. of India. (H.C. No: 3310 Rep^d Dec^r 76)

Communicated to the
Consulting Engineer for
Railways for further in-
vestigation with refer-
ence to G. O. No: 2635 dated
30th September 1876, and
for report after such
reduction as may be
found practicable,
as to the Cost of the
Madras-Cuddalore
section as compared
with the total subscribed
Capital.

C. & Co. for Rys: ✓

By Railway Accounts. ✓

W. H. H.

Dec^d - 10-1-77

Amr

914ⁿ
G.O. of 1876 Madras.
PUBLIC WORKS.

To
The Commr. Eng^g for M^{ys}

Dated

Issued

Recd.

Encl.

G. O. 23rd Dec^r 1876, No. 3547

Nos. 1 & 2

Extension from Madras
to Tanjore S. & Ry —

Letter from the Fort of India
remarking on the revised
estimates for the —
Communicated to the
Comr. Eng^g for M^{ys} with
remarks.

Sd/-
Sd/-
Sd/-