

- (1) Number of pages 24
(2) Date of repair _____
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <u>7444 745</u>	Press <u>Mis.</u>
Dated <u>5</u> - <u>3</u> - 18 <u>77</u> .	

Not to be folded or roughly handled

11

*Proceedings of the Madras Government, Public Works Department,
5th March 1877. No. 744.*

No. 94. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 22nd January 1877, No. 51:—

I HAVE the honor to forward, for the sanction of the Government of India, a revised estimate of the cost of the conversion of the Arconum-Conjeveram Branch of the South Indian Railway from the 3 feet 6 inches gauge to the metre gauge.

2. In their Order, No. 2,634, dated 30th September 1876, the Government communicated the sanction of the Government of India to an expenditure of Rupees 2,80,838 for this work; of this Rupees 1,75,438 represent the engineering, and Rupees 1,05,400 the locomotive, estimate.

3. In the revised estimate now submitted the engineering estimate remains as before; but the locomotive estimate is increased by Rupees 49,876, less Rs. 15,000, the estimated cost of the existing stock, leaving an excess requiring sanction of Rupees 34,876.

4. The rate per mile for the short length of 18½ miles is Rupees 8,281, as compared with 7,166, the rate for the rest of the system; but the following comparative statement will show that the number now estimated for is not in excess of the stock at present in use, which has never been found too large; and it must be remembered that the additional number of vehicles required in consequence of the want of communication with the main line, will save a corresponding number when this communication, as it shortly must be, is opened out, and the sanction for the 41 miles can then be brought within the average rate for the rest of the system:—

Existing Stock on the Branch.					Estimate now submitted.	
Description:	No.	To carry:	No.	To carry:		
Engines	4	...	3	...		
Carriages	33	Passengers 825	20	Passengers 800		
Wagons	40	Tons 120	20	Tons 120		
Brake Vans	3	...	3	...		

5. I request that the Government of India may be moved to accord an additional sanction of Rupees 34,876 for the work in question.

No. 95. ORDER THEREON, 5th March 1877, No. 744.

RAILWAY, No. 10.

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

(Here enter No. 745, dated 5th March 1877.)

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Lieut.-Col., R.E.,
Joint Secretary to Government,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spere Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 5th March 1877.

No. 96.

No. 745.

FROM

THE JOINT SECY. TO THE GOVT. OF MADRAS,

Public Works Department, Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

Public Works Department.

RAILWAY, No. 11.

To Government of India, No. 804, dated 29th March 1876.

From Government of India, No. 2,417-B, dated 15th September 1876.

SIR,—I am directed to forward, with reference to the correspondence mentioned in the margin, a revised estimate of the cost of providing new metre gauge rolling stock for the Arconum-Conjeveram section of the South Indian Railway.

2. The necessity for asking for an additional sanction has arisen from the fact that the Locomotive Superintendent's estimate of Rupees 2,50,400 included the stock required to work the traffic from Chingleput to Arconum.

3. That estimate was necessarily divided between the Chingleput-Conjeveram portion, where no railway has yet been made, and the Conjeveram-Arconum portion which required conversion to the metre gauge. This division was effected by taking a mileage rate for the two portions of the line; and, if the work on both portions had been sanctioned, the mode of calculation adopted would have been proper and accurate.

4. As, however, the conversion of the Conjeveram-Arconum portion has alone been sanctioned, the Locomotive Superintendent represents that the sum obtained by taking the proportion due to 19 miles out of an estimate prepared for 41 miles will be insufficient to provide the shorter length with rolling stock.

5. The figures given underneath show the details of the original estimate submitted by Mr. Sheward for the line between Chingleput and Arconum, the proportion assumed to be due to the mileage between Conjeveram and Arconum, and the revised estimate now submitted by Mr. Sheward for the last-named section—

Details of Rolling Stock.						Amount originally estimated for line between Chingleput and Arconum.	Proportion assumed to be due to mileage between Conjeveram and Arconum.	Amount of revised Estimate for line between Conjeveram and Arconum.
						Value.	Value.	Value.
Engines	...	...	...	...	...	RS. 84,000	RS. 40,380	RS. 66,150
Carriages	...	...	...	...	...	1,16,500	56,027	63,066
Wagons	...	...	...	...	...	49,900	23,993	26,060
Total ...						2,50,400	1,20,400	1,55,276

6. The excess for which sanction is now asked is Rupees 34,876, and of this it will be observed that Rupees 25,770 are due to the engine-power required in addition to the actual proportion due to the mileage. The number of engines asked for is three, and no reduction is possible. With regard to the rest of the rolling-stock, it should be remembered that the short line is absolutely cut off from the rest of the metre gauge system, and can receive no assistance in an emergency or in the event of accident. It does not seem advisable to make any reduction in the proposed numbers. His Excellency in Council recommends that under the circumstances the Government of India will sanction the revised estimate amounting to Rupees 34,876.

I have the honor to be,

Sir,

Your most obedient servant,

Lieut.-Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Ed. E. C. Shunker.
Spare Copies

Madras 16th Febr. 1877.

Note

The necessity for asking for an additional sanction for providing new metre gauge rolling stock for the Arconum - Conjeveram section has arisen from the fact that the Locomotive Superintendent's estimate of Rs 2,50,400 included the stock required to work the traffic from Chingleput to Arconum.

In laying that estimate before Government, it was necessary to divide it between the Chingleput - Conjeveram portion, where no railway has yet been made, and the Conjeveram - Arconum portion, which required conversion to the metre gauge

gauge. This division was effected by taking a mileage rate for the two portions of the line;— and if the work on both portions had been sanctioned, the mode of calculation adopted would have been proper and accurate.

3. As however the conversion of the Arconum - Conjeeveram portion has alone been sanctioned, the Locomotive Superintendent represents that the sum obtained by taking the proportion due to 19 miles out of an estimate prepared for 41 miles will be insufficient to provide the shorter length with rolling-stock.

4. The figures given underneath

underneath show the details of the original estimate submitted by Mr. Sheward for the line between Chingleput and Arconum,— the proportion assumed to be due to the mileage between Conjeeveram and Arconum,— and the revised estimate now submitted by Mr. Sheward for the last-named section.

Details of Rolling Stock.	Amount originally estimated for line between Chingleput and Arconum.	Proportion assumed to be due to mileage between Conjeeveram and Arconum.	Amount of revised estimate for line between Conjeeveram and Arconum.
	Value.	Value.	Value.
Engines—	84,000	40,380	66,150
Carriages—	1,16,500	56,024	63,066
Wagons—	49,900	23,993	26,060
Total.	2,50,400	1,20,400	1,55,276

5 The excess for which sanc-
tion is now asked is Rs 34,876;
and of this it will be observed
that Rs 25,740 are due to the
engine power required in addition
to the actual proportion due to the
mileage. The number of engines
asked for is three, and no reduction
is possible. With regard to the
rest of the rolling-stock, it should
be remembered that the short line
is absolutely cut off from the rest
of the metre gauge system, and can
receive no assistance in an emer-
gency, or in the event of accident.
It does not seem advisable to make
any reduction in the proposed
numbers.

numbers.

6. With reference to the
questions asked by His Grace the
Governor, it is to be observed that
the sufficiency of the carrying ca-
pacity on the Arconum-Conjeveram
section has frequently been put
to the test during festivals, and has
been found below the mark. On
these occasions trains have been
worked at a speed fully as great
as is permitted with the metre-
gauge engines which will now be
substituted for them. The gauge
is being reduced from 3 feet 6 inches
to 3 feet 3 $\frac{3}{8}$ inches, not widened, as
assumed by His Grace.

7. The carrying capacity of the
metre

metre gauge wagons is 6 tons, as stated by His Grace. The entry of 5 tons was due to an error.

The undersigned suggests that the Government of India be requested to sanction the revised estimate amounting to Rs 34,846; the necessity for the same being explained as above.

Maintained
for Ceylon Railways

P.W.D.
201377
1812

From
the Comd'g
for Rly

Date 16 Feb 1877

82 107

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 11th March 1877

Read the following:—

The Consulting Engineer
for Railways } (H.R. No. 51 dated 22 January 1877)

Ordered to be forwarded
to the Government of India

(H.R. No. 4)

To
The Secretary to the
Government of India
A. R. D. (Railways)

Sir,

India. No 804 1/29 March 1876
" 2417 R " 25 Sept. "

I am directed to forward, with reference to the correspondence mentioned in the margin, a revised estimate of the cost of converting to the metre gauge the Arcot -
Conjeveram ^{section} of the South Indian Railway.

2. The necessity for the addition of Rs 34,876 to the estimate previously sanctioned is shown in the Consulting Engineer's letter recorded in the accompanying Proceedings. I am to request that sanction to the revised estimate may be granted by the Government of India.

G.W.

No 203 Referred to the Consulting Engineer for Railways with reference to the questions asked by this branch the Commr

Commr the Madras
Secy to Govt PWD
31st Jan'y 1877

To the Consulting Engineer for Railways
with file of papers (to the Commr)

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 27th Jan'y 1877

No. 51

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 forward, for the sanction of the Government of India, a revised estimate of the cost of the conversion of the Arcotam - Arcotam branch of the South Indian Rail- way from the 3-6 gauge to the metre gauge.

In the order No 2634, dated 30th September 1876, the Government communicated the sanction of the Government of India to an expenditure of Rs 2,80,538 for this work, of this Rs 1,75,438 represent the engineering, and the 1,05,400 the Locomotive estimate.

3 In the revised estimate now submitted, the Engineering estimate remains as before; but the Locomotive estimate is increased by Rs. 49,876, less 15,000 rupees, the estimated cost of the existing stock, leaving an excess requiring sanction of Rs. 34,876.

4. The rate per mile for the short length of $18\frac{3}{4}$ miles is Rs. 8,281, as compared with 7,166 the rate for the rest of the system; but the following comparative statement will show that the number now estimated for is not in excess of the stock at present in use, which has never been found too large; and it must be remembered that the

the additional number of vehicles required in consequence of the want of communication with the main line, will save a corresponding number when this communication, as it shortly must be, is opened out; and the sanction for the 41 miles can then be brought within the average rate for the rest of the system.

Existing stock in the — Branch.			Estimate now submitted.	
Description.	No.	To carry.	No.	To carry.
Engines	4		3	
Carriages	33	Passengers 825	20	Passengers 800
Wagons	40	Cow 120	20	Cow 120 120
Brake Vans	3		3	

5. I request that the Govt. of India may be moved to accord an additional sanction of Rs. 34,876 for

for the work in question.

P.W.D.
24 JAN 27
No. 673

I have the honour to be,

Sir,

Your Most Obedt Servant,

W. M. M. M.

L. E. C.

Genl Secy for Railways

4829-3-76 22803+800
" 28-6-76-1134
" 30-9-76-2634

Sent to Govt of India
with letter No 745
dated 11/11/77
for sanction of the
Genl Secy for Railways,
renewal estimate of
the cost of constructing
the above-mentioned
section of the R. S. S. R.

Dated 22nd January 1877
Received

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

From
The Consulting Engineer
for Railways,
RAILWAY DEPARTMENT.

No 744
P. W. Dept. 3

Proceedings of the Madras Government
dated the 5 March 77
Read the following

From the (Genl Engineer) (P. W. Dept. 22nd Sept 1877)
for Railways

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

(No 745 of 5 March 77)

No 745
To The Secretary to the
Govt of India at
P. W. Dept

See directed to
forward, with refer-
ence to the correspondence
mentioned in the margin,
a revised estimate of
the cost of providing

Govt of India to send 17th March 76
from do 22nd Sept 77

Consul Engineer Rep.

new metre gauge rolling
stock for the stream-
-Conguam section of
the South Indian Railway

The necessity for asking
for an additional sanc-
-tion, has arisen from
the fact that the loco-
-motive Superintendents
estimate of Rs 2,50,400
included the stock re-
-quired to work the
-traffic from Chingle-
put to stream-.

That estimate was
necessarily divided
-between the Chingle-put
-Conguam portions,
where no railway has
yet been made, and the
-Conguam stream-

4
-portion, which required
conversion to the metre
gauge. This division was
effected by taking a
mileage rate for the
two portions of the
line;—and if the work
on both portions had
been sanctioned, the
mode of calculation
adopted would have
been proper and ac-
-curate.

As however the
conversion of the Con-
-guam stream-
-portion has alone been
sanctioned, the loco-
-motive Superintendent
represents that the sum

obtained, by taking the proportion due to 19 miles out of an estimate prepared for 41 miles, will be insufficient to provide the shortest length with rolling stock.

The figures given underneath show the details of the original estimate submitted, by Mr. Sheward, for the line between Chingleput and Arcamun, - the proportion assumed to be due to the mileage between Congeram and Arcamun, - and the revised estimate now submitted, by

5
Mr. Sheward for the last named section.

Details of Rolling Stock.	Amount originally estimated for line, and to be due between Chingleput to mileage between Congeram and Arcamun.		
	Proportion assumed to be due between Congeram and Arcamun.	Amount of revised estimate for line between Congeram and Arcamun.	Amount of estimate for line between Chingleput to mileage between Congeram and Arcamun.
Engines—	84,000	40,380	66,150
Cars—	1,16,500	56,027	63,066
Wagons—	49,900	23,973	26,060
Totals—	2,50,400	1,20,400	1,55,276

The expenses for which sanction is now asked is Rs 31,876; and of this it will be observed that Rs 25,770 are due to the engine power required in addition to the actual proportion due to the mileage.

The number of engines
asked for is three, and
no reduction is possible.
With regard to the rest
of the rolling-stock,
it should be remembered
that the short line is
absolutely cut off from
the rest of the metro-
politan system, and
can receive no assistance
in an emergency, or in
the event of accident. It
does not seem advisable
to make any reduction
in the proposed numbers.
His Excellency in Coun-
cil recommends that
that under the circum-
stances the Government

of India will sanction
the proposed reduction
amounting to Rs 34,870

III.-

With five Columns
Depd 23-3-77

800
M.C.

1873
18/24

Obt. of 1873 Madras
PUBLIC WORKS.

To The *Chief Eng. & Surveyor*

Dated

Issued

Recd.

Encl.

G. O. No. 1877, No. 7447/5

Nos. 74-95
76

Requesting sanction
a revised estimate of the
cost of providing new creche-
gauge rolling stock for the
Madras. Confirmation received
of the South Indian Railway

Madras. Confirmation received
of the South Indian Railway
a revised estimate of the cost
of providing new creche-
gauge rolling stock for the
the same for the
sanction of the Railway

Chief Eng. & Surveyor