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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P-W DEPARTMENT

G.O. No.	454, - W	Press.
B.P. No.	455 - W	Mis.
Dated	26-2-1885	178

Not to be folded or roughly handled.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

Read—the following paper :—

Note by the Joint Secretary to Government, Public Works Department, Railway Branch, dated 25th February 1885.

It is essential that Mr. Molesworth and I should be informed as to the position that Mr. C. A. Bull and his staff will occupy in relation to Mr. Lambert and to the Madras Government.

The Government of India have stated that Mr. Lambert must be relieved of the supervision of construction on the Hindupur branch; but, seeing that the line is lock-split throughout and the "notes" for estimating and for completing the project are in Mr. Lambert's hands, it is all important that he should supply the plans, surveys, and sections, and all detail drawings by which the works are to be laid out and in accordance with which they are to be completed. If this be conceded, is Mr. Bull to hold the position of Engineer-in-Chief in charge of construction, all requisite plans, &c., being made over to him by Mr. Lambert?

Is he to be Engineer-in-Chief under the Local Government or under the Director-General of Railways?

If under the former, is he to correspond with Government in the Railway or in the General Branch?

Who will audit his expenditure—the Examiner of Public Works Accounts, or the Examiner of State Railway Accounts?

The necessity for an early decision on the above questions has arisen thus :—

An accurate survey of a portion of the Pennér valley adjoining the proposed bridge is wanted before the work for famine relief can be commenced there. Mr. Molesworth has described the work wanted to Mr. Lambert, but he is not in a position to issue any instructions to Mr. Bull on the subject.

Mr. Lambert is very averse to the Hindupur extension being undertaken as a relief work at all—he is anxious to remain in charge of the construction—and desirous of being relieved of the Ganitur section of his main line; yet unless he completes the required survey promptly with his own staff, Mr. Bull will not be able to commence the work.

Now, in my opinion, is it desirable that any one but Mr. Lambert should project this portion of the work. It calls for engineering skill and experience, and the safety of the bridge hereafter depends upon these subsidiary works being rightly designed and carried out strictly according to design.

My own opinion is that the Government of India should be moved to instruct Mr. Lambert to complete all investigations and all field work, to complete and submit the estimates, and to make over to Mr. Bull all such records as will enable him to complete the several works undertaken according to design; Mr. Lambert being told that he will be responsible for the information given to Mr. Bull being complete.

(2.) That Mr. Bull as Engineer-in-Chief and his staff work under the Local Government through the Railway branch.

(3.) That the accounts be audited by the Examiner of State Railway Accounts.

This arrangement will secure the records being all in the Railway Department (Secretariat and Audit) should the work hereafter be continued as an Imperial work.

It will in no way diminish Mr. Lambert's responsibility for the project in its entirety.

It will practically secure for Mr. Bull the assistance of Shoo Dvall and the staff hitherto employed on this section for what yet remains to be done of field work.

It will leave Mr. Bull no opening for modification of design, and it holds him responsible for carrying out the work according to the project as submitted by Mr. Lambert.

I have read the above to Mr. Molesworth, and he concurs in the recommendation.

If Secretary concurs, a letter or telegram should go to India at once, that orders may issue to Mr. Lambert, without which there will probably be delay.

I should like timely notice of the decision. Mr. Molesworth will then issue his "notes" to Mr. Lambert only, and I will instruct Mr. Bull accordingly.

I foresee difficulties arising out of the fact that the work will be a famine relief work—difficulties that would give Mr. Lambert much correspondence and probably worry, otherwise I should have recommended Mr. Molesworth's first suggestion that Mr. Bull should be a divisional officer under Mr. Lambert's control.

I do not for a moment think that the Director-General of Railways would permit this.

Order—dated 26th February 1885, No 454 W., Public Works.

His Excellency the Governor in Council concurs in the suggestions contained in the foregoing note. The orders of the Government of India will be requested accordingly by telegram.

2. Ordered that the following telegram be sent:—

"Lambert having been relieved by India of construction on Hindupur branch, Government recommend that he should complete all field work and estimates, leaving construction, according to design, to be done by Mr. Bull, who, with his staff, should be directly under Local Government. Accounts to be audited by State Railway Examiner. Mr. Molesworth concurs. Early orders solicited."

(Here enter No. 454 W., dated 26th February 1885.)

(True Extract)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.
Examiner, State Railway Accounts.
Public Works Accounts.
Engineer-in-Chief, Bellary-Krishna State Railway.
Hindupur Extension.
Revenue Department.
Financial.

Edw. A. Gifford
Spec. Copier

GENERAL
ESTABLISHMENT.

Govt. of (1885) Madras.

PUBLIC WORKS.

Dated February, 26th.

Recd.

Encl.

G.O., 26th Feb. 1885, No. 454 W.

FEBRUARY.

Messrs. Lambert and Bull

Orders on note by the Consulting Engineer for Railways regarding the employment of —.

Public Works Department

Railway Branch.

Madras 26th February 1885

Note

It is essential that Mr Molesworth and I should be informed as to the position that Mr. C. A. Bull and his staff will occupy in relation to Mr Lambert and to the Madras Government.

The Government of India have stated that Mr Lambert must be relieved of the supervision of construction on the Hindupur Branch; but seeing that

that the line is lock-fitted
throughout and the notes for
estimating and for completing
the project are in Mr Lambert's
hands, it is all important that
he should supply the plans,
surveys and sections, and all
detail drawings by which the
works are to be laid out and
in accordance with which they
are to be completed. If this
be conceded, is Mr Bull to
hold the position of Engineer
in Chief in charge of construction,
all requisite plans &c being
over to him by Mr Lambert?

Is he to be Engineer in
Chief

Chief under the Local Govern-
ment or under the Director
General of Railways?

If under the former, is
he to correspond with Govern-
ment in the Railway or in
the General Branch?

Who will audit his
expenditure - the Examiner
of Public Works Accounts,
or the Examiner of State
Railway Accounts?

The necessity for an early
decision on the above questions
has arisen thus:

An accurate survey of
a portion of the Pennine valley
adjoining

adjoining the proposed bridge,
is wanted before the work
for former relief can be com-
menced there. Mr. Prosser
has described the work wanted
to Mr. Lambert, but he is
not in a position to issue
any instructions to Mr. Bull
on the subject.

Mr. Lambert is very
averse to the Henderson
Extension being undertaken
as a relief work at all -
is anxious to remain in
charge of the construction -
And desirous of being re-
lieved of the Henderson section
of

of his main line, yet unless
he completes the required survey
promptly with his own staff,
Mr. Bull will not be able
to commence the work.

For my opinion
is it desirable that anyone
but Mr. Lambert should
project this portion of the
work. It calls for engineering
skill and experience, and
the safety of the bridge here-
after depends upon these
subsidiary works being rightly
designed and carried out
strictly according to design.

My own opinion is
that

1. that the Government of India
should be moved to instruct
Mr Lambert to complete all
investigations and all field
work, to complete and submit
the estimates and to make over
to Mr Bull all such records
as will enable him to complete
the several works undertaken
according to design, Mr
Lambert being told that he
will be responsible for the in-
formation given to Mr Bull
being complete.

(2) That Mr Bull as Engineer
in Chief and his staff work
under the Local Government
change

through the Railway Branch.
3) That the accounts ^{to be} be
audited by the Examiner of
State Railway Accounts.

This arrangement will
secure the records being all
in the Railway Department
(Secretariat and Audit) so that
the work hereafter be con-
tinued as an Imperial work.

It will in no way diminish
Mr Lambert's responsibility
for the project in its entirety.

It will practically secure
for Mr Bull the assistance
of Mr Pyall and the staff
hitherto employed on this
section.

section for what yet remains to
be done of field work.

It will leave Mr Bull
no opening for modifications
of designs, and it holds him
responsible for carrying out
the work according to the
project as submitted by Mr
Lambert.

I have read the above
to Mr. Moleworth and
he concurs in the recommenda-
tion.

If W concurs a letter
or telegram should go to Sir
at once, that orders may issue
to Mr Lambert without which
there

75
there will probably be delay.

I should like ^{very} timely
notice of the decision. Mr
Moleworth will then issue
his "notes" to Mr Lambert
only and I will instruct
Mr Bull accordingly.

I foresee difficulties
arising out of the fact that
the work will be a farming
relief work, difficulties that
would give Mr Lambert much
correspondence and probably
worry, otherwise I should
have recommended Mr Mole-
worth's first suggestion that
Mr Bull should be a
divisional

Divisional officer under Mr.
Lambert's control.

I do not for a moment
think that the Director General
of Railways would permit
this.

W. C. C. Major R.

Under Secy. to Govt. P. & D. Ry. Branch
the J. C. C. to Govt. P. & D. Ry. Branch

To

W.

C.A.W.

A telegram should be at
once drafted to f.f. I. in the
name indicated by R. I can
then submit same with hope
to the Hon: member for advice.

Ed

15.2.15

To L.W.

Prepared
accordingly

R.S.

25.2.15

C.A.W.

Prepared accordingly

Ed

To L.W.

The Hon: member for
advice. I can then submit
same with hope to the
Hon: member for advice.

C.A.W.

Prepared accordingly

Ed

Report of the
Yakima
District
to the
Department of the Interior
Washington
D.C.

S. A. C.

to W. R. R. at the
given to this paper

He

W. R. R. at the
District of Columbia

to W. R. R. at the
District of Columbia

to W. R. R. at the
District of Columbia

to W. R. R. at the
District of Columbia

to W. R. R. at the
District of Columbia

W. 457. W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 26 Feb. /85

Read the following

Note by the Joint Secy to Govt
Railway Branch (26 Feb. 25th 1885)

The Government in Council concurs in the suggestions contained in the foregoing note. The orders of the Govt of India will be requested accordingly by telegraph.

Ordered that the following telegram be sent:—

W. 457. W.

Santhar having been
referred to the Secy of

Construction on Hindupur
"Branch, Government
"recommend that he
"should complete all field
"work and estimates, leaving
"construction, according
"to design, to be done
"by Mr. Bull, who with
"his staff, should be
"directly under Local
"Government & Accounts

to be audited by
"State Railway Engineer &

"Mr. Moleworth commr &

"Early orders solicited &

(M. 455 W of 26 Feb/13)

Copy of the above forwarded
to the Govt of India in continuation of
Telegram dated 26 Feb 1883

CO
16.2.83

und
Ct of Railways 202

Engineer State Ry. Sect.

Engineer P. W. Sect.

Enr Chf Bellary District Ry

de Hindupur

Revenue Dept

Financial Dept

12
4534

711

Govt. of Madras

PUBLIC WORKS

Special

26 Feb

454

455

Res. Lambert & Bull

Order on note by the
Chief Engineer, regarding
the endowment of

Res. Lambert & Bull

Amending the
the conditions of
the endowment of

14/2/00

20/2/00