t procure the man's
services owing to the
construction
bungalows &
material for
bridge havin
sanctioned.

(Sd)

D. 25

5282.

Govt. of 18 } Madras.

PUBLIC WORKS.

Dated

Recd. Encl.

G.O. 9th June 1890 No. 803

Katpadi Station
M Ry.

Ordered that the plans
& estimates for the alteration
at the — Tenderedne
ley the junction with
the Villupuram Gmt
Railway be forwarded to the
for sanction.

Sd/ Katpadi Stn
2/N M Rly:-

Forwd: for sanction and
Estimates for alteration
at the — Tenderedne
ley the junction with
the Villupuram Gmt
Railway.

12/6

12/6

P W C No. 5282

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 389

Dated 5th
Received 6 } June 1890

No. of Enclosures. 18 + 8 pls.

Subject.

Submitting plans and Estimates in connection with the junction arrangements at Katpadi Station, shewing the alterations and additions necessary for the working of the Madras and Villupuram Gmta = Kal Stn Rly.

A

No. 803-4 R 379 - June 1890.

whether for renewals construction or re-construction the whole expenditure by the Madras Railway being debited to Capital.

It is presumed that the general principles laid down in Circular No: XII R dated 13th August 1889 will be adopted as far as possible.

7.—Early orders are solicited in order that the Earthwork and platelaying of the Villupuram Guntakal State Railway may be proceeded with, and also that the junction works may be in as forward a state as possible by the time the state line is opened.

Sidney Smith
Major R.E
Offg. Consg. Engr. for R.

been made in the budget for 1890—91.

6- The Madras Railway are prepared to undertake the execution of the works enumerated in the estimate that is of the removal, alterations, and reconstruction of all buildings sidings etc required for the exclusive use of the Madras Railway and of the construction of all platforms and buildings needed for the joint workings of the two lines. The Madras Railway are willing to accept the ruling laid down in G. O. No: 586 R, dated 6th August 1884 under which grant will be paid to them on the entire actual cost of the junction arrangements whether

for housing the Loco.-motive Staff. They are embodied in the estimate in Consequence of their location at Katpadi

A similar building has been erected at Jalarpet but of brick instead of stone, if this type is adhered to, a saving of about Rs 1,600, can be effected.

The cheaper type of European and Eurasian Firemen's bungalow is recommended which if approved will reduce the estimate to Rs 164,455 in the proportion of Rs 1,30,596 to Capital and Rs 34,859 to Revenue.

5.- A Cash provision of Rs 25000 has

Same as before in order to use the old roofing.

No: 25 Goods approach road.

Under this head is included the metalling of a considerable area in close proximity to a tank. This space will be required for the accommodation of Carts and in replacement of land taken up by the Villupuram Guntakal State Railway sidings

Nos: 33, 34 & 35. European and Eurasian firemen's bungalow with Kitchen fowl house and latrine

These works have no connection with the junction arrangements being portions of the general Scheme for

There is very little choice as to the position of this work. The length now given will suffice for present requirements but should more accommodation be required at any time, the platform can be prolonged towards the west.

No. 12 Salt Godown.

The new building will be 120 feet instead of 80 ft. long, the length of the existing godown. By adhering to the same width, the old roof can be utilized in the new structure.

No. 13 Goods Shed

Increased goods traffic being expected the new shed has been designed 80 feet longer than the present building. The width will be the same

of diversion involved have hitherto prevented the work from being executed. This crossing has always been dangerous and now that eight trains of three lines will occur at this point, it is imperative that the level crossing be abolished and the only feasible plan is the provision of an overbridge. The work will be economically carried out by using old girders removed from the Penner and Chittravati bridges.

The bridge will consist of four openings of 64 feet, the girders which are 128 feet in length being continuous over two spans.

No. 10 Goods transhipping platform

referred to above and is unavoidable. The construction of the line under the road overbridge is due to the presence of surface rock, rendering the construction of more line prohibitive in cost.

No. 2. Widening passenger platform

The erection of a passenger overbridge, necessitates the widening of the existing platform by 8 feet, in order to conform to Standard dimensions. This opportunity has been taken to do away with the objectionable curve in the platform

No. 9 Road Overbridge

The removal of the public road level crossing which now passes through the station yard has been frequently discussed but the cost and length of the goods shed must be located some distance from the station. This causes an increase in siding accommodation as it is necessary to keep near the shed all sidings for the marshalling of goods trains. The goods transhipping arrangements are not all that could be desired, but the accommodation could not be provided elsewhere except at very great expense. In consequence of the unavoidably cramped position of this platform some of the goods sidings will have to be used for transhipment work.

4. The works included in the Madras Railway estimate comprise 35 items on the most important of which the following remarks are offered.

No. 1 Alterations and additions to sidings.

The increase under this head has been

and representative Officers of both the Madras and South Indian Railway Companies. The heavy cost of the work is due in a large measure to the confined nature of the ground available for extension purposes and to the presence of the surface rock. The passenger accommodation of the broad gauge line will remain practically as at present, it being anticipated that the local traffic to Madras and Valiant will not be affected by the new line. In connection with the goods traffic, increased accommodation will be necessary, and heavy outlay incurred in consequence of the site of the present goods buildings, being taken up for joint arrangements, involving the removal and re-erection of these structures. Unfortunately owing to the outcrop of intervening rock

required for the exclusive use of the Madras Railway and for the joint working of the two lines. The works required for the State Railway will be estimated for by the South Indian Railway as soon as possible, and will in due course be submitted for sanction.

Sanction is now solicited to the estimate submitted by the Madras Railway and to the proposed general arrangements shown on the plan signed by both Agents, in order that the earthwork and platelaying of the Villupuram Guntakal State Railway, may be proceeded with

3. The extensive works proposed by the Madras Railway and agreed to by the South Indian Railway authorities are stated by the Traffic Manager to be in accordance with the agreement arrived at, after a personal discussion on the spot, by the Director General of Railways, the Consulting Engineer for Railways and

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 5th June 1890.

Letter from the Agent and Manager, Madras Railway No: 546 Dated 14th May 1890 with Enclosures.
Letter from the Agent South Indian Railway
No: 504 Dated 12 April 1890
——— Do ——— Do ——— No: 634 Dated 5th May 1890
——— Do ——— Do ——— No: 735 Dated 26th May 1890
——— Do from the Agent & Manager M. & S. Ry ——— Do ——— No: 6222/599 Dated 4th June 1890

No. 389

~~Government~~.

SUBMITTED. to Government for transmission to the Government of India

2. The Agent and Manager Madras Railway, and the Agent, South Indian Railway submit plans of the junction station arrangements at Katpadi shewing the alterations and additions necessary for the working of the Madras and Villupuram Gudalur State Railways. The Agent and Manager, Madras Railway also submits an estimate with 8 plans amounting to ~~Rs~~ 169,073 chargeable in the proportion of ~~Rs~~ 132,214 to Capital and ~~Rs~~ 36,859 to Revenue for such portion of the work as

REGISTER
No. 824
FILE

PW Enel
5282/90.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 4th June 1890

Recd.

No. 599

Forwarding seven klaises of Kasavis building &c in connection with the junction arrangements at Katpadi.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd. No.

the fact that the latter building was built of brick, which involved thinner walls. The bungalow at Katpadi however can be altered to conform to the same type, so as to reduce its cost to the lower figure of Rs 1185/. if the Consulting Engineer desires it."

3 With regard to the bungalow accommodation for Locomotive employés, at present there are only 2 "Locomotive" bungalows at Katpadi while the men stationed there are, 1 Driver, 1 Fireman, 1 Carriage Examiner and an Assistant Carriage Examiner. The acting Locomotive Superintendent also reports that an additional Fireman is now necessary.

I have the honour to be
Sir
Your most obedt Servt

Assistant and manager

shed may be utilized. 13

With reference to the new European and Eurasian firemen's Bungalow - this additional accommodation was applied for by the Loco: Superintendent (not Traffic Manager) some time before the junction was contemplated as being essential for the Loco Staff at this station - It is separately provided for in the current years' budget, and is included in this estimate as it was thought desirable to embody all expenditure at Katpadi during the current year under one and the same Estimate. The difference of cost of this building as compared with that of a similar bungalow at Jalarpet is accounted for by the

MADRAS RAILWAY.

1

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

12 P

No. of item in Estimate				
No. 9	Overbridge for carts &c			No. 2
" 10	Goods transhipping platform			Both on 1 plan No. 3.
" 11	Covered shed over	do		
" 12	Salt Godown			No. 11
" 13	Goods shed			
" 14	Rebuilding Goods platform and shed			Both on 1 plan No. 5
" 20	Extension of 3 arch at		80-22	
" 21	do	do	80-62	All on 1 plan No. 6.
" 22	do	15'	80-67	
" 23	do	15" barrel drain		
" 33	European & Eurasian firemen's bungalow			All on 1 plan No. 7.
" 34	Kitchen & privil house for	do		
" 35	Latrine for	do		

The Offg Chief Engineer writes:-

"I have to request that attention may be drawn to the width of the new goods shed which is 50 feet, and not 42 feet as shown in the general plan. The latter width is adopted in order that the roof of the existing goods

shed

(No. I.)

No. 6222
599

5,000—11-11-85.

MADRAS RAILWAY.

Important

AGENT AND MANAGER'S OFFICE,

MADRAS, 4th June 1890

From

The Ag Agent and Manager.
M.R.C.

To

The Consulting Engineer for Railways.

SIR,

Your No. 1447 dated 22nd May 1890

I have the honour to forward herewith in compliance with your request the following detail plans of the various buildings bridges &c. embodied in the general scheme for the Junction arrangements at Katpadi.

No. of item in estimate.		
No. 2.	Passenger platform	All shown on plan marked in red No. 1.
6.	Waiting rooms &c.	
7.	Native Latrine	
8.	Foot-bridge	

of the new works. On this point I presume the orders of the Government of India as laid down in Circular No. XII of 13th August 1889 will have to be adopted. 1884 sheet

× Embodied in G.O. No. 1016 2 235-8

I am
Sir,
Your most obedient Servant,
Wallen J. Hoofer
for Agent.

Pl. Enc 2
5282/90

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated 26th May 1890.
Received 28th May 1890.
No. 735
ENCLOSURE.

Re. Katpadi Station arrangement.

No. 735

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 26th May 1890.

From

The AGENT,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In continuation of my letter No. 634 of the 5th instant I have to state the Agent of the Madras Railway Company has informed me he has submitted for the approval and sanction of Government a proposal that his Company construct the whole of the work at Katpadi involved in the alterations, removal, and reconstruction of all buildings, sidings, &c. required for the exclusive use of the Madras Railway, and of all platforms and buildings needed for the joint working of the two Companies.

With reference to this the Chief Engineer has written to me as follows:-

"I shall be glad to receive sanction to "the arrangements so that I may commence the "necessary earthwork &c and prepare Estimates for the "Buildings &c required by the V. G. for their separate "use."

The Agent of the Madras Railway Company informs me he has also referred to Government proposals for the allocation of the cost

REGISTER
No. 5792
FILE
No.

Pw Enc 3
5282/90

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 26 May 1890
Received 27 "
No. 635
Enclosure.

Letter to A. M. No 400 of 7-5-90
Sidi Junction No 738 - 26-5-90

No 634

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 5th May 1890

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Will you please inform me if Government approve of the Station arrangements for the Kattpadi Junction as shown on the drawing which accompanied my letter B 504 of the 22nd Ultimo.

The Chief Engineer has written to me as follows regarding the work at this Junction:-

"I shall be glad if you will obtain "the orders of the Government as to the proportion of cost to be borne by each Company "in the re-arrangements necessitated by the "junction and whether the alterations affecting the joint arrangements are to be carried "out by the Madras Railway.

It is understood that the "Shall do all work in connection with running our lines through the stations."

I am
Sir
Your most Obedt. Servt
William Betts
Agt.

Esq

P.W. Line 4
5252/90

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 17th May 1890
Received 19th
No. 634
Enclosure.

No 504

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 12th April 1890.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

I beg to forward herewith Sheet No 38 Showing the arrangement proposed & for Kattpadi Junction which have been approved of by the Agent Madras Rly & and myself.

The Chief Engineer addo:-

"An Estimate of the Cost for such portions
"as will be Constructed by the Villupuram
"Guntakal State Rly, will follow as soon
"as possible, but as we are at present
"Short handed owing to Influenza &
"fever among the Staff, I shall be
"glad if you will obtain the approval
"of Govt to the proposals Shown and
"thus enable me to have the Earthwork
"and platelaying to put in hand at
"once."

I am
Sir
Your most obdt Servant
William Bell
Agent

Pro Rly 5
5282/90

The main cart road between Vellore and Chittoor at present passes through our station yard and as it was found impossible to divert this road without very great inconvenience to the public it was decided to carry the road above and across the yard by an over-bridge.

The Madras Company's goods shed and Salt Godowns &c are hereafter to be worked from the South side of the line instead of from the north. On the west of Katpadi there is a large tank and on the east of the station the land is very low so in deciding upon the new arrangements we were confined to a limited area.

In addition to the Director General and the Consulting Engineer the following officers attended the meeting at Katpadi viz: Messrs. Hanna, Moss and West of the Madras Railway and Messrs. Logan, Spalding and Brook Fox of the South Indian Railway. Sir Charles Elliot arrived at Katpadi during the day and I think I am correct in saying that the arrangements agreed to met his approval.

Looking at the fact that the South Indian Railway is already very

far advanced with its line from Villupuram to Katpadi, there is no doubt the alterations at the Katpadi Junction station should be put in hand at once otherwise we shall not be prepared to deal with tranship goods or to receive passengers at a Central platform.

(True Extract)

for Agl: Agent & Manager.

while

774
1

pw Rue 5
5282/90

H SR

arrangements whether for renewal, construction or reconstruction in the sum which will be finally expended by the one Company and on which rent is to be claimed from the other.

In the light of our experience of the difficulties and delays to which this Company was subjected in the construction by the Bellary Kistna State Railway of the junction arrangements at Guntakal I beg to urge that the execution of the whole work at Kottadi be allotted to this Company and I trust that you will approve of this stipulation

(True Extract)

Read
Asstg: Agents Manager.

Wells

REGISTER
No. 1714
FILE

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 16 May 1890.

Rec'd. 17 May 1890.

No. 576

Forwarding plan and Estimate for Junction Arrangements with S. I. Ry. Co.

Ref. Your No.

Extract from a letter from the Offg. Chief Engineer to the Actg. Agent and Manager, M. R. Co. No. 1778/600 dated 15th. May 1890.

The estimated cost of the proposed junction arrangements, including the removal, alteration and reconstruction of certain buildings and Sidings is Rupees 169,073; the proportion debitable to Capital being Rupees 132,214 and to Revenue Rupees 36,859.

This Company is prepared to construct the whole of the work involved in the alterations, removal reconstruction of all buildings, Sidings, &c. required for the exclusive use of the Madras Railway and of all platforms and buildings needed for the joint working of the two Companies.

As to the allocation of cost and its proportion between the two Companies, I can only recommend that we should in this case follow the ruling laid down in G. O. of 6th. August 1887 No. 586 R. which refers to the Buildings at Renigunta junction.

In this G. O. it was decided that the most equitable method for allocating the cost of the buildings was to include the entire cost of the junction

the estimates have been sub-
mitted to the Agent, South
Indian Railway for approval.

The proposal made
in the enclosed copy of a letter
from the Chief Engineer as to
the agency by which the building
should be constructed and the
allocation of the cost, has been
proposed to the South Indian Ry
for acceptance, and is recom-
mended for approval and
sanction of Government. En-
closed is also copy of a letter
from the Traffic Manager
giving reasons for the alteration
proposed.

I have the honour to be
Sir
your most obed't Serv

[illegible]
Agent & Manager

5th June 1890, 2P. 382.

(No. I.) 5,000—14-11-85.

No. 546

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 16th May 1890

From

Hevy *Agent and Manager.*
M.R.C

To

The *Consulting Engineer for Railways.*

SIR,

ERS Rw 400 27-5-90

I have the honour to submit herewith for the sanction of Government plans and estimates for the proposed alterations at Katpadi station rendered necessary by the junction with the Villupuram Guntakal Railway.

The plans have been approved and signed by the Agent and Chief Engineer of the South Indian Railway and the

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 9th.

Rcvd. *Encl.*

G.O., 9th June 1890, Nos. 803 R., 804 R.

JUNE.

Katpadi Station, Madras Railway

Forwarding for sanction plans and estimates for alterations at the — rendered necessary by the junction with the Villupuram-Guntakal Railway.

(No. I.) 5,000—14-11-85.

No. 546 MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 16th May 1890

From

The Agent and Manager.
M.R.C

To

The *Consulting Engineer for Railways.*

SIR,

E.R. 2w 400 27-5-90

I have the honour to submit herewith for the sanction of Government plans and estimates for the proposed alterations at Katpadi station rendered necessary by the junction with the Villupuram Guntakal Railway.

The plans have been approved and signed by the Agent and Chief Engineer of the South Indian Railway and the

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9TH JUNE 1890, No. 803 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 5th June 1890, No. 389.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 16th May 1890, No. 546.

I have the honor to submit herewith, for the sanction of Government, plans and estimates for the proposed alterations at Kátpádi station rendered necessary by the junction with the Villupuram-Guntakal Railway.

2. The plans have been approved and signed by the Agent and Chief Engineer of the South Indian Railway, and the estimates have been submitted to the Agent, South Indian Railway, for approval.

3. The proposal made in the enclosed copy of a letter from the Chief Engineer as to the agency by which the buildings should be constructed and the allocation of the cost has been proposed to the South Indian Railway for acceptance, and is recommended for approval and sanction of Government. Enclosed is also copy of a letter from the Traffic Manager giving reasons for the alterations proposed.

ENCLOSURES.

EXTRACT from a letter from the Officiating Chief Engineer, to the Acting Agent and Manager, Madras Railway Company, No. 1778/600, dated 15th May 1890.

The estimated cost of the proposed junction arrangements, including the removal, alteration and reconstruction of certain buildings and sidings, is Rs. 1,69,073, the proportion debitable to Capital being Rs. 1,32,214 and to Revenue Rs. 36,859.

2. This Company is prepared to construct the whole of the work involved in the alterations, removal, reconstruction of all buildings, sidings, &c., required for the exclusive use of the Madras Railway and of all platforms and buildings needed for the joint working of the two Companies.

3. As to the allocation of cost and its proportion between the two Companies, I can only recommend that we should in this case follow the ruling laid down in G.O. of 6th August 1887, No. 586 R., which refers to the buildings at Rénigunta junction.

4. In this Government Order it was decided that the most equitable method for allocating the cost of the buildings was to include the entire cost of the junction arrangements whether for renewal, construction or reconstruction in the sum which will be finally expended by the one Company and on which rent is to be claimed from the other.

5. In the light of our experience of the difficulties and delays to which this Company was subjected in the construction, by the Bellary-Kistna State Railway, of the junction arrangements at Guntakal, I beg to urge that the execution of the whole work at Kátpádi be allotted to this Company, and I trust that you will approve of this stipulation.

EXTRACT of a letter from the Traffic Manager, to the Chief Engineer, Madras Railway, as to the necessity of the alterations and additions at Kátpádi Station.

With reference to the conversation at the last official meeting, I write to say that the plan prepared for the new station at Kátpádi junction correctly provides for platforms and sidings in accordance with what was agreed to on the spot when the Director-General and the Consulting Engineer met the officers of the Madras and South Indian Railways at Kátpádi on the 14th of November last.

2. The whole of the Madras Company's goods-sheds, salt godowns and other appliances on the north of the station are to be taken down to allow of a central platform being laid, and it will be noticed that between the proposed platform and the Madras Railway engine-shed a transhipping platform and transhipping lines for both railways are to be laid.

3. This is really the weak spot in the plan, but it was not found possible to provide for a transhipping platform elsewhere except at very great expense.

4. The main cart-road between Vellore and Chittoor at present passes through our station yard, and as it was found impossible to divert this road without very great inconvenience to the public it was decided to carry the road above and across the yard by an over-bridge.

5. The Madras Company's goods-shed and salt godowns, &c., are hereafter to be worked from the south side of the line instead of from the north. On the west of Kátpádi there is a large tank and on the east of the station the land is very low, so in deciding upon the new arrangements we were confined to a limited area.

6. In addition to the Director-General and the Consulting Engineer the following officers attended the meeting at Kátpádi, viz., Messrs. Hanna, Moss and West of the Madras Railway, and Messrs. Logan, Spalding and Brook Fox of the South Indian Railway.

7. Sir Charles Elliot arrived at Kátpádi during the day, and I think I am correct in saying that the arrangements agreed to met his approval.

8. Looking at the fact that the South Indian Railway is already very far advanced with its line from Villupuram to Kátpádi, there is no doubt the alterations at the Kátpádi junction station should be put in hand at once, otherwise we shall not be prepared to deal with transhipping goods or to receive passengers at a central platform.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 12th April 1890, No. 504.

I beg to forward herewith sheet No. 38 showing the arrangement proposed for Kátpádi junction which have been approved of by the Agent, Madras Railway, and myself.

2. The Chief Engineer adds:—

"An estimate of the cost for such portions as will be constructed by the Villupuram-Guntakal State Railway will follow as soon as possible, but as we are at present short-handed owing to influenza and fever among the staff, I shall be glad if you will obtain the approval of Government to the proposals shown and thus enable me to have the earthwork and plate-laying, &c., put in hand at once."

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 5th May 1890, No. 634.

Will you please inform me if Government approve of the station arrangements for the Kátpádi junction as shown on the drawing which accompanied my letter No. 504 of the 12th ultimo.

2. The Chief Engineer has written to me as follows regarding the works at this junction:—

"I shall be glad if you will obtain the orders of the Government as to the proportion of cost to be borne by each Company in the rearrangements necessitated by the junction and whether the alterations affecting the joint arrangements are to be carried out by the Madras Railway.

"It is understood that we shall do all work in connection with running our lines through the stations."

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 26th May 1890, No. 735.

In continuation of my letter No. 634 of the 5th instant, I have to state the Agent of the Madras Railway Company has informed me he has submitted, for the approval and sanction of Government, a proposal that his Company construct the whole of the work at Kátpádi involved in the alterations, removal, and reconstruction of all buildings, sidings, &c., required for the exclusive use of the Madras Railway, and of all platforms and buildings needed for the joint working of the two Companies.

2. With reference to this the Chief Engineer has written to me as follows:—

"I shall be glad to receive sanction to the arrangements so that I may commence the necessary earthwork, &c., and prepare estimates for the buildings, &c., required by the Villupuram-Guntakal for their separate use."

3. The Agent of the Madras Railway Company informs me he has also referred to Government proposals for the allocation of the cost of the new works. On this point I presume the orders of the Government of India as laid down in Circular No. XII of 13th August 1889 will have to be adopted.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th June 1890, No. 6222/599.

[Your No. 447, dated 22nd May 1890.]

I have the honor to forward herewith, in compliance with your request, the following detail plans of the various buildings, bridges, &c, embodied in the general scheme for the junction arrangements at Kátpádi:—

Number of item in estimate.		
No. 2.	Passenger platform	All shown on one plan marked in red No. 1.
„ 6.	Waiting-rooms, &c.	
„ 7.	Native latrine	
„ 8.	Foot-bridge	
„ 9.	Over-bridge for carts, &c. ...	No. 2.
„ 10.	Goods transhipping platform ...	Both on one plan No. 3.
„ 11.	Covered shed over ditto ...	
„ 12.	Salt godown	No. 4.
„ 13.	Goods shed.	Both on one plan No. 5.
„ 14.	Rebuilding goods platform and shed	
„ 20.	Extension of 3′ arch at 80-22 ...	All on one plan No. 6.
„ 21.	Extension of 3′ arch at 80-62 ...	
„ 22.	Extension of 15′ arch at 80-67 ...	
„ 23.	Extension of 15″ barrel drain ...	
„ 33.	European and Eurasian firemen's bungalow	All on one plan No. 7.
„ 34.	Kitchen and fowl-house for ditto.	
„ 35.	Latrine for ditto	

2. The Officiating Chief Engineer writes:—

"I have to request that attention may be drawn to the width of the new goods shed which is 50 feet, and not 42 feet as shown in the general plan. The latter width is adopted in order that the roof of the existing goods shed may be utilised.

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The cheaper type of European and Eurasian firemen's bungalow is recommended, which, if approved, will reduce the estimate to Rs. 1,67,455 in the proportion of Rs. 1,30,596 to Capital and Rs. 36,859 to Revenue.

5. A cash provision of Rs. 25,000 has been made in the budget for 1890-91.

6. The Madras Railway are prepared to undertake the execution of the works enumerated in the estimate, that is, of the removal, alterations and reconstruction of all buildings, sidings, &c., required for the exclusive use of the Madras Railway and of the construction of all platforms and buildings needed for the joint workings of the two lines. The Madras Railway are willing to accept the ruling laid down in G.O., No. 586 R., dated 6th August 1887, under which rent will be paid to them on the entire actual cost of the junction arrangements whether for renewals, construction or reconstruction, the whole expenditure by the Madras Railway being debited to Capital.

It is presumed that the general principles laid down in Circular No. XII R., dated 13th August 1889, will be adopted as far as possible.

7. Early orders are solicited in order that the earthwork and plate-laying of the Villupuram-Guntakal State Railway may be proceeded with, and also that the junction works may be in as forward a state as possible by the time the State line is opened.

ORDER—dated 9th June 1890, No. 803 R., Public Works.

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

(Here enter No. 804 R., dated 9th June 1890.)

(True Extract.)

(Signed) SIDNEY SMITH, Major, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

ENDORSEMENT—dated 9th June 1890, No. 804 R., Public Works.

Forwarded.

(By Order.)

Lt.-Col., R.E.,
Ag. Joint Secy. to Govt, P.W.D.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 9th.

Read. *Encl.*

G.O., 9th June 1890, Nos. 803 R., 804 R.

JUNE.

Katpadi Station, Madras Railway

Forwarding for sanction plans and estimates for alterations at the — rendered necessary by the junction with the Villupuram-Guntakal Railway.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 5th June 1890, No. 389.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 16th May 1890, No. 546.

I have the honor to submit herewith, for the sanction of Government, plans and estimates for the proposed alterations at Kátpádi station rendered necessary by the junction with the Villupuram-Guntakal Railway.

2. The plans have been approved and signed by the Agent and Chief Engineer of the South Indian Railway, and the estimates have been submitted to the Agent, South Indian Railway, for approval.

3. The proposal made in the enclosed copy of a letter from the Chief Engineer as to the agency by which the buildings should be constructed and the allocation of the cost has been proposed to the South Indian Railway for acceptance, and is recommended for approval and sanction of Government. Enclosed is also copy of a letter from the Traffic Manager giving reasons for the alterations proposed.

ENCLOSURES.

EXTRACT from a letter from the Officiating Chief Engineer, to the Acting Agent and Manager, Madras Railway Company, No. 1778/600, dated 15th May 1890.

The estimated cost of the proposed junction arrangements, including the removal, alteration and reconstruction of certain buildings and sidings, is Rs. 1,69,073, the proportion debitable to Capital being Rs. 1,32,214 and to Revenue Rs. 36,859.

2. This Company is prepared to construct the whole of the work involved in the alterations, removal, reconstruction of all buildings, sidings, &c., required for the exclusive use of the Madras Railway and of all platforms and buildings needed for the joint working of the two Companies.

3. As to the allocation of cost and its proportion between the two Companies, I can only recommend that we should in this case follow the ruling laid down in G.O. of 6th August 1887, No. 586 R., which refers to the buildings at Rénigunta junction.

4. In this Government Order it was decided that the most equitable method for allocating the cost of the buildings was to include the entire cost of the junction arrangements whether for renewal, construction or reconstruction in the sum which will be finally expended by the one Company and on which rent is to be claimed from the other.

5. In the light of our experience of the difficulties and delays to which this Company was subjected in the construction, by the Bellary-Kistna State Railway, of the junction arrangements at Guntakal, I beg to urge that the execution of the whole work at Kátpádi be allotted to this Company, and I trust that you will approve of this stipulation.

EXTRACT of a letter from the Traffic Manager, to the Chief Engineer, Madras Railway, as to the necessity of the alterations and additions at Kátpádi Station.

With reference to the conversation at the last official meeting, I write to say that the plan prepared for the new station at Kátpádi junction correctly provides for platforms and sidings in accordance with what was agreed to on the spot when the Director-General and the Consulting Engineer met the officers of the Madras and South Indian Railways at Kátpádi on the 14th of November last.

2. The whole of the Madras Company's goods-sheds, salt godowns and other appliances on the north of the station are to be taken down to allow of a central platform being laid, and it will be noticed that between the proposed platform and the Madras Railway engine-shed a transhipping platform and transhipping lines for both railways are to be laid.

3. This is really the weak spot in the plan, but it was not found possible to provide for a transhipping platform elsewhere except at very great expense.

4. The main cart-road between Vellore and Chittoor at present passes through our station yard, and as it was found impossible to divert this road without very great inconvenience to the public it was decided to carry the road above and across the yard by an over-bridge.

5. The Madras Company's goods-shed and salt godowns, &c., are hereafter to be worked from the south side of the line instead of from the north. On the west of Kátpádi there is a large tank and on the east of the station the land is very low, so in deciding upon the new arrangements we were confined to a limited area.

6. In addition to the Director-General and the Consulting Engineer the following officers attended the meeting at Kátpádi, viz., Messrs. Hanna, Moss and West of the Madras Railway, and Messrs. Logan, Spalding and Brook Fox of the South Indian Railway.

7. Sir Charles Elliot arrived at Kátpádi during the day, and I think I am correct in saying that the arrangements agreed to met his approval.

8. Looking at the fact that the South Indian Railway is already very far advanced with its line from Villupuram to Kátpádi, there is no doubt the alterations at the Kátpádi junction station should be put in hand at once, otherwise we shall not be prepared to deal with transhipping goods or to receive passengers at a central platform.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 12th April 1890, No. 504.

I beg to forward herewith sheet No. 38 showing the arrangement proposed for Kátpádi junction which have been approved of by the Agent, Madras Railway, and myself.

2. The Chief Engineer adds:—

"An estimate of the cost for such portions as will be constructed by the Villupuram-Guntakal State Railway will follow as soon as possible, but as we are at present short-handed owing to influenza and fever among the staff, I shall be glad if you will obtain the approval of Government to the proposals shown and thus enable me to have the earthwork and plate-laying, &c., put in hand at once."

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 5th May 1890, No. 634.

Will you please inform me if Government approve of the station arrangements for the Kátpádi junction as shown on the drawing which accompanied my letter No. 504 of the 12th ultimo.

2. The Chief Engineer has written to me as follows regarding the works at this junction:—

"I shall be glad if you will obtain the orders of the Government as to the proportion of cost to be borne by each Company in the rearrangements necessitated by the junction and whether the alterations affecting the joint arrangements are to be carried out by the Madras Railway.

"It is understood that we shall do all work in connection with running our lines through the stations."

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 26th May 1890, No. 735.

In continuation of my letter No. 634 of the 5th instant, I have to state the Agent of the Madras Railway Company has informed me he has submitted, for the approval and sanction of Government, a proposal that his Company construct the whole of the work at Kátpádi involved in the alterations, removal, and reconstruction of all buildings, sidings, &c., required for the exclusive use of the Madras Railway, and of all platforms and buildings needed for the joint working of the two Companies.

2. With reference to this the Chief Engineer has written to me as follows:—

"I shall be glad to receive sanction to the arrangements so that I may commence the necessary earthwork, &c., and prepare estimates for the buildings, &c., required by the Villupuram-Guntakal for their separate use."

3. The Agent of the Madras Railway Company informs me he has also referred to Government proposals for the allocation of the cost of the new works. On this point I presume the orders of the Government of India as laid down in Circular No. XII of 13th August 1889 will have to be adopted.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th June 1890, No. 6222/599.

[Your No. 447, dated 22nd May 1890.]

I have the honor to forward herewith, in compliance with your request, the following detail plans of the various buildings, bridges, &c, embodied in the general scheme for the junction arrangements at Kátpádi:—

Number of item in estimate.		
No. 2.	Passenger platform	All shown on one plan marked in red No. 1.
„ 6.	Waiting-rooms, &c.	
„ 7.	Native latrine	
„ 8.	Foot-bridge	
„ 9.	Over-bridge for carts, &c. ...	No. 2.
„ 10.	Goods transhipping platform ...	Both on one plan No. 3.
„ 11.	Covered shed over ditto ...	
„ 12.	Salt godown	No. 4.
„ 13.	Goods shed.	Both on one plan No. 5.
„ 14.	Rebuilding goods platform and shed	
„ 20.	Extension of 3′ arch at 80-22 ...	All on one plan No. 6.
„ 21.	Extension of 3′ arch at 80-62 ..	
„ 22.	Extension of 15′ arch at 80-67 ...	
„ 23.	Extension of 15″ barrel drain ...	
„ 33.	European and Eurasian firemen's bungalow	All on one plan No. 7.
„ 34.	Kitchen and fowl-house for ditto.	
„ 35.	Latrine for ditto	

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