GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 28th August 1890, No. 1284 R., Public Works.

From the Consulting Engineer for Railways, dated Madras, 7th August 1890, No. 542.

From the Agent and Manager, Madras Railway Company, dated Madras, 30th July 1890, No. E 120/820.

Submitted for the sanction of Government.

2. The Agent and Manager, Madras Railway, submits an estimate with plan (No. 2810) for the proposed timber loading bank, siding, &c., at Pálghat, the outlay being Rs. 6,292, chargeable in the proportion of Rs. 6,016 to Capital and Rs. 276 to Revenue.

The Traffic Manager writes as follows:—

"We have no crane at Pálghat and we cannot therefore receive timber for carriage. A large traffic is now carted past the station and on to Olavakód, and it is proposed to move one of the two cranes now standing at Olavakód to Pálghat. The extra mileage run over will pay for the expense of laying the crane in 2 or 3 months' time and after that all the timber carried from Pálghat will yield extra profit."

It is proposed to charge the expenditure against item 18, schedule B, of the budget for 1890-91, the sanction lapsing at the end of the second quarter after receipt.

3. The estimate is recommended for the sanction of Government.

Order—dated 28th August 1890, No. 1284 R., Public Works.

Ordered that the Government of India be addressed.

(Here enter No. 1285 R., dated 28th August 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Letter from the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated 28th August 1890, No. 1285 R.

I am directed to submit, for the orders of the Government of India, an estimate, amounting to Rs. 6,292, for the construction of a timber loading bank and siding at the Pálghat station of the Madras Railway. The timber siding, &c., is required, but it may come in the way of the permanent station arrangements at Pálghat when the latter is put in hand.

2. When the branch to Pálghat was constructed only temporary station arrangements at that place were sanctioned pending orders as to whether the branch from Pálghat to Dindigul should be on the broad or metre gauge. The station-house consists of bamboos and thatch which can only last a year or two longer, and the goods-shed is of the same material and is especially dangerous because the engine passes daily under the thatch and only a few feet from it. If a spark from the engine lodged in the thatch and set fire to the shed probably not far short of Rs. 10,000 to Rs. 15,000 worth of goods would be destroyed.

3. I am to suggest that the time has now arrived for finally deciding whether the Pálghat-Dindigul branch should be built on the broad or narrow gauge in order that permanent buildings free from risk from fire may be constructed at Pálghat. The buildings need not be costly, and the total expenditure upon them would not be more than double what would be incurred if the goods-shed were burnt down.

4. I am to add that although it may be somewhat doubtful whether a line between Pálghat and Dindigul would pay the interest on the capital expended on its construction, it would almost certainly pay indirectly through the increased traffic which it would bring to the South Indian and Madras Railways, both of which are practically the property of Government.

Read also the following paper :—

From the Officiating Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 29th September 1890, No. 884 R.C.

I am directed to acknowledge the receipt of your letter No. 1285 R., dated 28th August 1890, forwarding, for orders, an estimate, amounting to Rs. 6,292, for constructing a timber loading bank and siding at the Pálghat Station, Madras Railway, which, though required, may interfere with the permanent station arrangements when they are eventually put in hand.

2. It is understood from your letter that the temporary station and goods-shed at Pálghat, which were sanctioned pending a decision as to the gauge of the proposed Pálghat-Dindigul branch, can last only a year or two longer.

3. You therefore suggest that the time has arrived for deciding whether the branch to Dindigul should be on the standard or metre gauge in order that permanent buildings may be arranged for at Pálghat.

4. In reply I am to point out that if the question as to what kind of station to adopt at Pálghat be the present difficulty it would probably be found expedient to construct the permanent station for the standard gauge as, in the event of the metre gauge being adopted for the extension, the larger station would still be suitable for that gauge, whereas in the contrary case it would be necessary to make demolitions, but a decision on the point does not appear to be necessary until the erection of the new station is actually contemplated.

5. I am accordingly to communicate the sanction of the Government of India to the estimate received with your letter, chargeable in the proportion of Rs. 6,016 to Capital and Rs. 276 to Revenue.

6. This sanction has been registered as No. 8, Madras Railway, of 1890.

Order—dated 24th October 1890, No. 1588 R., Public Works.

Communicated to the Consulting Engineer for Railways for information and guidance with reference to his endorsement No. 542, dated 7th August 1890.

2. This sanction has been registered as No. 19 R. of 1890-91.

(True Extract.)

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

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated October, 24th.

Recd. *Encl.*

G.O., 24th Oct. 1890, No. 1588 R.

OCTOBER.

Timber Loading Bank and Siding at the Palghat Station, Madras Railway

Sanction of the Government of India to estimate of Rs. 6,292 for constructing a —, communicated to the Consulting Engineer for Railways.

2 Enclos

(No. 1.)

No. C 120 / 820

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 30th July 1890.

From

The Agent and Manager, M.R.Co.

To

The *Consulting Engineer for Railways.*
Madras.

SIR,

Loading bank and Siding &c. at Palghat.

With reference to minute No. 99 of the Official meeting and Stores Committee held on the 26th June 1890. I have the honour to forward herewith an estimate with plan No. 2810, for the proposed timber loading bank, Siding, &c. at Palghat and to request that the sanction of Government may be conveyed to me for the required outlay

outlay Rs 6292/. chargeable in the proportion of Rs 6016/. to Capital and Rs 276/. to Revenue.

2. As to the necessity for the work the Traffic Manager writes:-

"We have no crane at Palghat
"and we cannot therefore receive
"timber for carriage. A large traffic
"is now carted past the station
"and on to Olavakode and it is
"proposed to move one of the two
"Cranes now standing at Olavakode
"to Palghat. The extra mileage
"run over will pay for the ex-
"pense of laying the crane in 2
"or 3 months time and after that
"all the timber carried from Palghat
"will yield extra profit".

3. The matter received my support at the official meeting at which it was brought forward after being discussed both on

Inspection

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Inspection and at an officers meeting.

4. Information as to provision in the Budget and the date on which the sanction will lapse is given for the estimate.

I have the honour to be,
Sir,
Your most obedt. Servant.

Agt. Agent & Manager.

REGISTER
No. 1928.
FILE
No.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 30th July 1890

Recd. 31.7.90

No. 820

Approximate Estimate for Construction of Timber Loading Bank and Siding at Palghat.

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,

Madras. 4th August 1890.

Letter from the Agent and Manager Madras Railway No. E.120/820 dated 30th July 1890.

No. 542

Submitted for the sanction of Government.

2. The Agent and Manager Madras Railway submits an estimate with plan* for the proposed timber loading bank, Siding &c at Palghat, the outlay being Rs 6292, chargeable in the proportion of Rs 6,016 to Capital and Rs 276 to Revenue.

Subject.—

*No 2810.

The Traffic Manager writes

writes as follows.—

"We have no crane
"at Palghat and we
"cannot therefore receive
"timber for carriage. A
"large traffic is now
"carted past the Station
"and on to Olavakode
"and it is proposed to
"move one of the two
"cranes now standing at
"Olavakode to Palghat.
"The extra mileage run
"over will pay for the
"expense of laying the
"crane in 2 or 3 months
"time and after that
"all the timber carried
"from Palghat will yield
"extra profit."

It is proposed to charge the expenditure against item 18 Schedule B of

of the Budget for 1890-91, the sanction lapsing at the end of the 2d quarter after receipt.

3. The estimate is recommended for the sanction of Government.

Sidney Smith
Lieut Colonel
Major Dr
Frs Offg. Com. Engrs for Rys

P.Wcs: 7445

Form No. 3.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

~~[illegible]~~

Sanctioned

2. This sanction has been registered as No 8 of 1890-91.

No. 542

Dated 7th August 1890.
Received 8th

No. OF ENCLOSURES. 5 (1 tracing)

11.8.90 D.R.

~~[illegible]~~

Subject.

Submits for sanction an estimate amounting to Rs. 6292 for the proposed timber loading bank, siding &c at Palghat.

To

The Consg Engr for Rys
with plan & estimate
— " Engr G.P. Rys Madras

8/8 Adm. 13/8. R 1878
R 1-9-90

B. Proc. No. 1284 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 28th August 90.

READ the following

Endorsement from the Consg: Engr for Rys. } No. 542 of 7th August '90

Ordered that the Government of India be addressed.

No. 1287 P. W. No. 1285 R dy 28th Aug 90.

Offg: R

B.

No. 1284-85 R dy 28th August 90.

No. 1285 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Govt: of India

Public Works Department

Simla

28 August 1890.

SIR,

I am directed to submit for the orders of the Government of India an estimate amounting to Rs. 6,292 for the construction of a timber loading bank and siding at the Palghat station of the Madras Railway. The timber siding is required but it may come in the way of the permanent station arrangements at Palghat when the latter is put in hand.

2. When the branch to Palghat was constructed only temporary station arrangements at that place were sanctioned pending orders as to whether the branch from Palghat to

to Dindigul should be on the broad or metre gauge.- The station house consists of bamboos and thatch which can only last a year or two longer, and the goods shed is of the same material and is especially dangerous because the engine passes daily under the thatch and only a few feet from it.- If a spark from the engine lodged in the thatch and set fire to the shed probably not far short of Rs 10,000 to Rs 15,000 worth of goods would be destroyed.-

3. I am to suggest that the time has now arrived for finally deciding whether the Palghat-Dindigul branch should be built on the broad or narrow gauge in order that permanent buildings, free from risk from fire may be constructed at Palghat. The buildings need not be costly and the total expenditure upon them would not be more than double what would be incurred if the goods shed were burnt down.-

4. I am to add that if funds could be found for the construction of the railway from Palghat to Dindigul the short branch would probably not pay directly on itself but it would almost certainly pay indirectly through the increased traffic which it would bring to the South Indian and Madras Railways both of which are practically the property of Government.

although it may be doubtful whether a line between Palghat & Dindigul would pay interest on the capital expended on its construction

J.H.S.
26/8/90

Dft despatch to India with Estimate and plan
29.8.90.

A.
Offg. R.

No. 884R. C.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To

The Joint Secretary to the Government of Madras
(Railway Branch), Public Works Department

Simla, the 29th September 1890.

Sir,

I am directed to acknowledge the receipt of your letter No. 1285 R. dated 28th August 1890 forwarding, for orders, an Estimate amounting to ~~Rs~~ 6,292/- for constructing a timber loading bank and siding at the Palghat Station, Madras Railway, which, though required, may interfere with the permanent station arrangements when they are eventually put in hand.

2. It is understood from your letter that the temporary Station and goods shed at Palghat, which were sanctioned pending a decision as to the gauge of the proposed Palghat

Palghat-Dindigal Branch, can last only a year or two longer.

3. You therefore suggest that the time has arrived for deciding whether the Branch to Dindigal should be on the standard or metre gauge in order that permanent buildings may be arranged for at Palghat.

4. In reply I am to point out that if the question as to what kind of station to adopt at Palghat be the present difficulty, it would probably be found expedient to construct the permanent Station for the standard gauge, as, in the event of the metre gauge being adopted for the extension, the larger station would still be suitable for that gauge, whereas in the contrary case it would be necessary to make demolitions. but a decision on the point does not appear to be necessary until the erection of the new station is actually contemplated.

5. I am, accordingly to communicate the sanction of the Government of India to the Estimate received with your letter

Chargeable

Chargeable in the proportion of Rs 60
to Capital and ~~Rs~~ Rs 276 to Revenue.

6. This sanction has been registered as No: 8 Madras Railway of 1890.-

I have the honour to be
Sir,
Your most obedient servant

T. S. Webber

Offg: Under Secretary

Encl.

Documents accompanying
Nil.

P.W.Cde. 9541 √

Rd 8-10-90.

G.O. 1284-5 Rd 28.8.90

A

No. 1588 R dt 24th Oct 1890.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
READ the following

12

Progs: of the Madras Govt: P. W. Deptt: — } G.O. No 1284-85 R dt 28 Augt 90

Read also the following:

Letter from the Govt: of India P. W. Deptt: } G.O. No. 884 R. C dt 29 Sept 90

Communicated to the Consulting Engineer for Railways for information and guidance with reference to his endorsement No. 542 dated 7th August 1890.—

2. This sanction has been registered as No 19 R of 1890-91.—

J 4/11

To The Comptroller for Rly Estt Gr Rly Accts.

W. R

A

A

No 1088 R 24th Oct 1790.

9541.

Govt. of | 18 | Madras.

PUBLIC WORKS.

Dated 7/10/90

Recd. Encl.

G.O., 26 Oct 1890, No. 1588R.

Timber loading bank
Siding at the Palghat
Station — M. Ry:—

Sanction of the G of I
to Estimate of Rs. 6292,
for Canots: a —.
Caused to the C E for Ry...
i.

70/3

Secy 4/10