Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 551-2 R

DATED 15th March

[Despatch Abstract.]

East Coast Railway

Ordered that the Govt of India be addressed on the subject of providing office and house accommodation for the Staff of the — at Vizagapatam.

Requesting that Vizagapatam be recognized as the head-quarters of the — and that Sanction be accorded to certain expenditure being incurred for office and house accommodation at the place.

[P. W. Dy. No. 55-2-R.]

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1962 R		12-8-92				
	2335 R		29-9-92				

FURTHER PAPERS.

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	571 R		18-3-93				
	893 R		18-5-93				

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Engineer-in-Chief, East Coast Railway, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Waltair, 24th February 1893, No. 1112/740.

It is necessary that I should clearly understand what are the wishes of Government in reference to the question of house and office accommodation for the Railway staff at Vizagapatam. I might perhaps have assumed the right of building such houses as from time to time become necessary, just as I arrange for the building of the bridges, taking the sanction of Government to the general estimates of the railway, in which houses as well as bridges are provided for, as sufficient to justify my action. But it seems to me that the matter is not one to be so easily disposed of; for not only may it be considered premature to commit Government to the retention of Vizagapatam as the permanent head-quarters of the Calcutta-Madras Railway, but there is also to be considered the policy, or what I conceive to be the policy, of Government that the available grants should be preferentially spent on getting as great a mileage of railway open to traffic as can be encompassed for the money.

2. I have already represented to you that the question of house accommodation is a very pressing one, existing arrangements cannot go on much longer. The Examiner, the Chief Storekeeper, the Traffic Superintendent and I are all accommodating our large offices as best as we can in our own houses, and all these houses with one exception are in a dangerously ruinous condition and are scarcely to be expected to continue safe through another rainy season. This is of course a source of some inefficiency, and moreover so long as we do not settle down into our regular permanent offices, it is impossible to get the working machinery of the line into the sort of order and perfection without which there can be no proper economy or efficiency of working.

3. The present arrangements served so long as the line was under construction; but now that we are about to open a section for traffic, it will be necessary to at once put all the departments upon a proper and permanent working footing. Both in the Examiner's and the Traffic Superintendent's offices there will be a considerable increase of work, of staff, and of records, the Examiner's printing press must be accommodated, and an entirely new branch of my own office, that of management as apart from engineering, will have to be opened. For these there is positively no accommodation, and it will have to be provided, and immediately.

4. I know that we ought not to drift into allowing the question of the head-quarters of the line to depend upon the accident of its being now necessary to invest a considerable sum in a head-quarter office and officers' houses. But the more I think out the whole future of the East Coast system, the more it seems to me that Vizagapatam (Waltair) must be the head-quarters and no other. Sooner or later we shall have the Raipur line, and the Vizagapatam harbour is only a question of time. Once Vizagapatam has its harbour, the other coastal harbours will gradually drift into comparative unimportance. When shipping can get reasonable facilities here for taking in cargo and discharging, say, 500 tons per day, in other words when once the smaller harbour scheme has been carried out, freight between home ports and Vizagapatam will rule low enough to make

this place *the* port, *par excellence*, of the East Coast, and it is towards this port that the trade of the Kistna, Godávari and Mahánadi deltas and of the interlying litoral will tend, as wells as the trade of the Central Provinces to the east of Raipur. Neither Madras nor Calcutta can, it seems to me, put forward so good a claim as can Vizagapatam to being the head-quarters of the administration of the completed system of railway.

5. If Government should concur in this opinion, I hope they will agree with me in thinking that now that the question of office and house accommodation has become so pressing a question, it would be right to draw out a regular scheme suitable for the ultimate conditions of the completed railway system and, which as necessity arises can be gradually worked up to. I have for months past had such a scheme under careful consideration and, with the permission of Government, have already acquired a considerable portion of a suitable plot of land for the administrative colony. An office is now being schemed out upon the general lines of the Southern Mahratta Railway general offices at Dharwar, but so designed as to be capable of being constructed one-third only at first and the remainder at two subsequent intervals as the railway system expands. One-third of the accommodation found necessary for the Southern Mahratta Railway will suffice for the present, and possibly for the next five years, to accommodate the staff of the following offices:—Engineering, Management, Audit, Stores, Printing and Traffic. I need scarcely point to the increase in efficiency as well as to the economy which must follow such an amalgamation of the offices. The Southern Mahratta Railway have found it worth their while to spend Rs. 3,31,000 on their general offices, and what the Great Indian Peninsula, the Madras, the East Indian, and other lines have found it necessary to spend upon theirs I dare not guess. I cannot yet say what it will cost to at once build the portion of our general office that is immediately needed; the estimates are not yet ready, but I think it likely that I can provide sufficient accommodation for the needs of the next five years for something under a lakh.

6. We now come to the question of houses, and I beg that this question of house accommodation for the permanent working staff of a revenue earning piece of machinery like a railway may not be thought of as in the same category with the question of the provision of houses for the ordinary civil staff of the province. I have reason for thinking that this matter is likely to be treated as if it were essential to economy in the first cost of the construction of the railway that the construction of these buildings should be indefinitely postponed, but I would submit that the immediate saving of money is a matter of minor importance in comparison with the increased efficiency of working which must result when the staff of a railway are contented and free from the worries to which we are all here now subject from ruinous and dangerous houses. The question of housing the head-quarter staff cannot be deferred any longer without sacrifice of efficiency.

7. The officers who must sooner or later be accommodated at head-quarters are the following and to this list must apparently be added a Chief Engineer:—

1. Manager (or Manager and Engineer-in-Chief).
2. Traffic Superintendent.
3. Locomotive Superintendent.
4. Examiner.
5. Chief Storekeeper.
6. Assistant to Manager.
7. Assistant to Chief Engineer.
8. Assistant to Traffic Superintendent.
9. Assistant to Locomotive Superintendent.
10. Assistant Examiner.
11. Do.

Of these ten officers, provision for the housing of Nos. 2, 3, 8, 9 and 11 can be postponed for the present, because just at first, and perhaps for three years to come, the Locomotive Superintendent can be accommodated in the house of the District Locomotive officer at Waltair station; similarly, the Traffic Superintendent can occupy the existing house of the District Traffic officer at Waltair station. Officers 8, 9 and 11 will not join until some 500 miles of railway are in working order.

8. There remain therefore six houses, the construction of which is undoubtedly a matter of urgency. The Manager's will be a first-class house. The Examiner's and Chief Storekeeper's would be second-class houses, and the three others third-class houses. That is, as nearly as it can be arranged the three junior officers' houses would be suitable to the rent corresponding to a salary of about Rs. 500 or Rs. 600 a month, those of the Examiner and Chief Storekeeper to salaries of between Rs. 900 and Rs. 1,100 a month, and that of the Manager and Engineer-in-Chief to the salary of a Third-class Chief Engineer with so much extra accommodation as is inevitably necessary in the residence of the chief of a railway in a place where there are no hotels and where he must accommodate all inspecting parties and official visitors and be prepared at all times to give house room to his own staff who happen to be in from the districts.

9. I don't want to appear to be unduly magnifying the importance of a somewhat personal matter of this sort, and if it were possible in this climate to do so without sacrifice of efficiency, I would advocate the construction of cheap temporary buildings until money is more plentiful. But experience at the Godávari, where temporary buildings were run up, has convinced me that in this particular part of India there is no economy in this sort of policy. It is cheapest to build permanently if the buildings are likely to be wanted for more than four or five years.

10. I request therefore that I may be definitely informed whether Government have any objection to my treating this matter as sketched out in paras. 5 and 8. Once the general policy is approved of, I myself have the necessary powers of detailed design and sanction. As time is passing and we shall be into the hot weather and rains very soon, I request the favour of an early reply.

ORDER—dated 15th March 1893, No. 551 R., Public Works.

Ordered that the Government of India be addressed.

[Here enter No. 552 R., Public Works, dated 15th March 1893.]

(True Extract.)

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

To the Consulting Engineer for Railways.
" Engineer-in-Chief, East Coast Railway.
" Examiner, East Coast Railway Accounts.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.

PUBLIC WORKS.

Dated March, 15th.

Read. *Encl.*

G.O., 15th Mar. 1893, No. 551 R.

MARCH.

East Coast Railway

Ordered that the Government of India be addressed on the subject of providing office and house accommodation for the staff of the — at Vizagapatam.

15TH MARCH 1893, No. 552 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. R. UPCOTT, Esq.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to forward herewith, for such orders as the Government of India may consider necessary, copy of letter No. 1112/740, dated 24th February 1893, from the Engineer-in-Chief, East Coast Railway, on the question of providing office and house accommodation for the staff of that line at Vizagapatam (Waltair).

2. The Engineer-in-Chief states that an office is now being schemed out upon the general lines of the Southern Mahratta Railway offices at Dharwar, but that it is so designed as to be capable of being constructed one-third only at first and the remainder at two subsequent intervals as the railway system expands, and is of opinion that one-third of the accommodation found necessary for the Southern Mahratta Railway will suffice for the present, and possibly for the next five years, to accommodate the staff of the following offices, viz., Engineering, Management, Audit, Stores, Printing and Traffic.

The cost of each of these offices as provided for in the revised estimate for the Vizagapatam division is as under:—

	Rs.
1. Chief Engineer's office	14,210
2. Combined Manager's, Stores and Examiner's office	40,000
3. District Engineer's office	9,350
Total ...	63,560

but the Engineer-in-Chief thinks it likely that he can provide sufficient accommodation for the requirements of the next five years for a sum under a lakh of rupees.

3. With regard to the question of houses, he reports that the following officers should be accommodated at head-quarters, viz. :—

1. Manager (or Manager and Engineer-in-Chief).
2. Traffic Superintendent.
3. Locomotive Superintendent.
4. Examiner.
5. Chief Storekeeper.
6. Assistant to Manager.
7. Assistant to Chief Engineer.
8. Assistant to Traffic Superintendent.
9. Assistant to Locomotive Superintendent.
10. Assistant Examiner.
11. Do.

Of these, he proposes the immediate construction of Nos. 1, 4, 5, 6, 7 and 10, the cost of which is provided for in the revised estimate already alluded to above as under :—

		Rs.
1.	Manager (or Manager and Engineer-in-Chief)	37,084
4.	Examiner	8,892
5.	Chief Storekeeper	8,892
6.	Assistant to Manager	6,905
7.	Assistant to Chief Engineer	6,905
10.	Assistant Examiner	6,905
	Total ...	73,583

The construction of No. 1, the Manager's house, has already been sanctioned by this Government, it having been represented that the house at present occupied is in a dangerous condition and is likely to come down in the next heavy shower of rain.

Of the others he states that Nos. 2, 3, 8, 9 and 11 can be postponed for the present for the reasons given in para. 7 of his letter.

4. In asking for permission to erect these offices and houses, the Engineer-in-Chief, who has the power to sanction the estimates, most strongly advocates the necessity for fixing the head-quarters of the railway at Vizagapatam on the grounds that it will very soon develop into a flourishing seaport with command of the export of nearly all the trade on the East Coast between Madras and Calcutta.

5. I am to request that Vizagapatam be recognized as the head-quarters of the East Coast Railway and that sanction be accorded to office accommodation at that place as provided in the revised estimates for Rs. 63,560, it being assumed that these offices will be under one roof as essential to economical working, and for housing the staff the construction of Nos. 1, 4, 5 and 6 costing Rs. 61,773 be approved.

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

Joint Secy. to Govt., P.W.D.,
Railway Branch.

FORT ST. GEORGE,
15th March 1893.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.

PUBLIC WORKS.

Dated March, 15th.

Read. *Encl.*

15th March 1893, No. 552 R.

MARCH.

East Coast Railway

Requesting that Vizagapatam be recognized as the head-quarters of the — and that sanction be accorded to certain expenditure being incurred for office and house accommodation at that place.

In your reply please quote the number and date of this letter.

No. 1112. 740.

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY.

To

THE Joint Secretary to the Government of
Madras, Public Works Department
Railway Branch.

Dated Waltair, the 24 February 1893.

Sir,

It is necessary that I should clearly understand what are the wishes of Government in reference to the question of house and office accommodation for the Railway staff at Vizagapatam. I might perhaps have assumed the right of building such houses as from time to time became necessary, just as I arrange for the building of the bridges, taking the sanction of Government to the general estimate of the railway, in which houses as well as bridges are provided for, as sufficient to justify my action. But it seems to me that the matter is not one to be so easily disposed of; for not only may it be considered premature to commit Government to the retention of Vizagapatam as the permanent head quarters of the Calcutta-Madras Railway, but there is also to be considered the policy, or what I conceive to be the policy of Government, that the available grants should be preferentially spent on getting as great a mileage of railway open to traffic as can be encompassed for the money.

Enclosures Nil.

I have already represented to you that the question of house accommodation is a very pressing one; existing arrangements cannot go on much longer. The Examiner, the Locking Storekeeper, the Traffic Superintendent, and I are all accommodating our large offices as best we can in our own houses, and all these houses with one exception, are in a dangerously ruinous condition, and are scarcely to be expected to continue safe through another rainy season. This is of course a source of some inefficiency, and moreover so long as we do not settle down into our regular permanent offices, it is impossible to get the working machinery of the line into that sort of order and perfection without which there can be no proper economy, or efficiency of working.

3. The present arrangements served so long as the line was under construction; but now that we are about to open a section for traffic, it will be necessary to at once put all the departments upon a proper and permanent working footing. Both in the Examiner's and the Traffic Superintendent's offices there will be a considerable increase of work, of staff, and of records, the Examiner's printing press must be accommodated, and an entirely new branch, of my own office, that of management as apart from Engineering, will have to be opened. For these, there is positively no accommodation, and it will have to be provided, and immediately.

4. I know that we ought not to drift into allowing the question of the head quarters of the line to depend upon the accident of its being now necessary to invest a considerable sum in a head quarter office and officers' houses. But the more I think out the whole posture of the East coast

coast system, the more it seems to me that Vizagapatam (Waltair) must be the head quarters and no other. Sooner or later we shall have the Raipur line, and the Vizagapatam harbour is only a question of time. Once Vizagapatam has its harbour, the other coastal harbours will gradually drift into comparative unimportance. When shipping can get reasonable facilities here for taking in cargo and discharging, say 500 tons per day, in other words when even the smaller Harbour Scheme has been carried out, freight between these ports and Vizagapatam will rule low enough to make this place the Port, par excellence, of the East coast, and it is towards this port that the trade of the Kistna Godavari and Mahanadi deltas and of the intervening littoral will tend, as well as the trade of the Central Provinces to the east of Raipur. Neither Madras nor Calcutta can, it seems to me, put forward so good a claim as can Vizagapatam to being the head quarters of the administration of the completed system of Railways.

5. If Government should concur in this opinion I hope they will agree with me in thinking that now that the question of office and house accommodation has become so pressing a question it would be right to draw out a regular scheme suitable for the ultimate exhibitions of the completed railway system, and which as necessity arises can be gradually worked up to. I have for months past had such a scheme under careful consideration, and with the permission of Government have already acquired a considerable portion of a suitable plot of land for the administrative colony

colony. An office is now being arranged out
here upon the general lines of the Southern Mahratta
Railway general offices at Bhamun, but so designed
as to be capable of being constructed, one third
only at first, and the remainder at two subsequent
intervals, as the Railway system expands. One third
of the accommodation found necessary for the Southern
Mahratta Railway will suffice for the present, and
can possibly for the next five years, to accommodate the staff
of the following offices — Engineering, Management, Audit,
Stores, Shifting and Traffic. I need scarcely point to
the influence in efficiency, as well as to the economy,
which must follow such an amalgamation of the
offices. The Southern Mahratta Railway have found
it worth while to spend Rs. 3,31,000 on their
general offices, and what the Great Indian Peninsula
the Madras, the East Indian and other lines have
found it necessary to spend upon theirs I dare not
guess. I cannot yet say what it will cost to at once
build the portion of our general offices that is immediately needed. The estimate are not yet ready, but
I think it likely that I can provide sufficient ac-
commodation for the needs of the next five years for
something under a lakh.

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I beg that this question of house accommodation for the
permanent working staff of a revenue earning piece
of machinery like a Railway may not be thought of
as in the same category with the question of the provi-
sion of houses for the ordinary civil staff of the Province.
I have reason for thinking that this matter is likely
to be treated as if it were essential to economy in the
first cost of the construction of the Railway that
the construction of these buildings should be indefinite-
ly postponed but I would submit that the immediate
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saving of money is a matter of minor importance in
comparison with the increased efficiency of work-
ing which must result when the staff of a
Railway are contented, and free from the worries
to which we are all here now subject from
mirrors and dangerous houses. The question of
housing the head quarter staff cannot be
deferred any longer without sacrifice of efficiency.

7. The officers who must sooner or later
be accommodated at head quarters are the fol-
lowing, and to this list must apparently be
added a Chief Engineer.

1st. Manager (or Manager and Engineer-in-Chief)
2nd. Traffic Superintendent
3rd. Loco. Superintendent
4th. Examiner
5th. Chief Storekeeper
6th. Assistant to Manager
7th. Assistant to Chief Engineer
8th. Assistant to Traffic Superintendent
9th. Assistant to Loco. Superintendent
10th. Assistant Examiner
11th. do. do.

Of these ten officers provision for the housing of
nos 2, 3, 8, 9 and 11 can be postponed for the
present, because just at first, and perhaps for three
years to come, the Locomotive Superintendent can
be accommodated in the house of the District Loco.
officer at Wattair station; similarly the Traffic
Superintendent can occupy the existing house of
the District Loco. Officer at Wattair station. Officers
8, 9 and 11 will not join until some 500 miles
of railways are in working order.

There

8. There remains therefore five houses the construction of which is undoubtedly a matter of urgency. The Manager's will be a first class house. The Examiner's and Chief Storekeeper's would be second class houses, and the three others third class houses. That is, as nearly as it can be arranged the three junior officers' houses would be suitable to the rent corresponding to a salary of about Rs. 500 or Rs. 600 a month: those of the Examiner and Chief Storekeeper to salaries of between Rs. 900 and Rs. 1100 a month, and that of the Manager and Engineer-in-Chief to the salary of a 3rd. class Chief Engineer, with so much extra accommodation as is inevitably necessary in the residence of the Chief of a railway in a place where there are no hotels, and where he must accommodate all inspecting parties and official visitors, and be prepared at all times to give house room to his own staff who happen to be in from the districts.

9. I don't want to appear to be unduly magnifying the importance of a somewhat personal matter of this sort, and if it were possible in this climate to do so without sacrifice of efficiency I would advocate the construction of cheap temporary buildings until money is more plentiful. But experience at the Godavari, where temporary buildings were run up, has convinced me that in this particular part of India there is no economy in this sort of policy. It is cheapest to build permanently if the buildings are likely to be wanted for more than four or five years.

10. I request therefore that I may be definitely informed whether Government have any objection

objection to my treating this matter as sketched out in paragraphs 5 and 8. Once the general policy is approved of I myself have the necessary powers of detailed design and sanction. As time is passing, and we shall be into the hot weather and rains very soon, I request the favour of an early reply.

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

By Francis J. Spring
Engineer-in-Chief,
24/2 East Coast Railway.

P. W. CORRESPONDENCE No. 1931

A

No. 551 R dy 15th March 1893.

Ordered that the Government of India be addressed.

Recd: 1.3.93

A

No. 551 R dy 15th March 1893.

No. 2335 R dy 29-7-92 ✓
- 5 R - 9-1-93 ✓
- 123 C - 14-1-93 ✓
- 140 C - 14-1-93 ✓
- 2081 R - 25-8-92 ✓
- 2335 R - 25-9-92 ✓
- 4716 C - 14-11-92 ✓

× Copies of 1571 Dy 13-4-93

To the Secretary ✓
- Engr-in-Chief ✓ 13/4/93
- Exec. C. Ry Agent ✓

No. 552 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To The Secy. to the Govt. of India
P. W. Department

15th March 1893.

Sir,

I am directed to forward herewith, for such orders as the Government of India may consider necessary, copy of letter No. 1112/710 dated 21st February 1893 from the Engineer-in-Chief, East Coast Railway, on the question of providing offices and houses accommodation for the staff of that line at Vizagapatam (Waltair)

2. The Engineer-in-Chief states that new offices are now being erected out upon the general lines of the Southern Mahratta Railway Offices at Dharwar but that these do not

to be capable of being converted into one third only at first and the remainder at two subsequent intervals as the railway system expands, and is of opinion that one third of the accommodation found necessary for the Southern Mahratta Railway will suffice for the present; and probably for the next four years to accommodate the Staff of the following offices, viz Superintendent, Audit, Stores, Permanent and Traffic.-

The cost of such of these offices as provided for in this Revised Estimate for the Bijapur Division is as under:-

	Rs.
1. Chief Engineer's Office -	111,210
2. Combined Transport Stores & Examiner's Office -	40,000
3. District Engineer's Office -	9,350
Total.	63,560

but the Engineer-in-Chief thinks it unlikely that Less than provision for accommodation for the requirements of the next four years for a Service under a Lakh of Rupees

3. With regard to the question of how he proposes that the following offices should be accommodated at head quarters viz

1. Manager (or Transportation)
2. Traffic Superintendent
3. Locomotive — do —
4. Examiner
5. Chief Storekeeper
6. Assistant to Manager
7. — do — Chief Engineer
8. — do — Traffic Superintendent
9. — do Locomotive do —
10. Assistant Examiner
11. — do — do. —

Of these he proposes the immediate construction of Nos 1, 4, 5, 6, 7, and 10, the cost of which is provided for in the revised Estimate already alluded to thus as under:-

	Rs
1. Manager (or Transportation)	37,084
4. Examiner	8,892
5. Chief Storekeeper	8,892
6. Asst to Manager	6,905
7. Asst to Chief Engineer	6,905
10. Asst Examiner	6,905
Total -	75,583

The construction of No. 1 the Harbour House has already been sanctioned by this Government, it having been represented that the house at present occupied is in a dangerous condition and likely to come down in the next heavy shower of rain.

2. With reference to para 6 of the letter under reply I am to state that Nos 2, 3, 8, 9 and 11 can be postponed for the present for the reasons given in para 7 of this letter.

3. In asking for permission to erect these offices and houses the Engineer in Chief, who has the power to sanction the estimates, most strongly advocates the necessity for fixing the head quarters of the railway at Vizagapatam on the ground that it will very soon develop into a flourishing seaport with command of the export of nearly all the trade on the East Coast between Madras & Calcutta.

4. I am to request that, considering the facilities brought to notice of the ~~impossibility~~ difficulty of obtaining office or house accommodation at Vizagapatam

I could not say that I think this development is very problematical. India has refused to look at the harbour as an imperial scheme, & Provincial funds think fit. Moreover our Chief Engineer condemns the entire project as what seem good grounds. Vizag. as it is now will not take traffic from Cocanada. The latter will take it from Vizag. & so with standing all this, I think Vizag. is the proper place for the R. H. Qrs.

Ullo
Short

R. There are many points in this letter which must be left open until the Report of the Committee is received & the Govt. can express any recommendations.

5

This letter ought to go to the E.C. Ry. as soon as the wants are known to Public but the port of Madras should still have its say as a vital matter such as the choice of the Ry. Headquarters —

I think it is the most likely place

The arguments in favour of Vizagapatam are I think conclusive. I would suggest that the offices be built under one roof as conducive to economy in transacting business.

The scale of house accomodation, etc.,

1

Due the letter too liberal — the assistants to manage chief engr. & Executive will hardly be required yet

JMc

E/3

There is an assistant already to the Engineer in Chief. The Manager will (sometimes) with probably subordinate for some time. I think Mr Todd might point out.

Ally A

Mr's 10 Mar JMc 11/3

Para 5.

I am [illegible] Dre. Exist that Vizagapatam be required to the Hd Qrs of the E.C. Ry and that sanction be already to office accommodation at that place as provided in the revised estimates for Rs 63,560 - it being assumed that these offices will be under one roof as essential to economical working and for housing the staff the construction of Nos 1, 4, 5 & 6 costing 61,773 be approved

JMc 9/3

Hem. 5/3 R 9/3

No. 551-52 R dy 15th March 1893.

Copy despatched to Calcutta with 100 Enclos. 15/3/93.

No. 552 R.

A.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

15th March 1893.

SIR,

I am directed to forward herewith, for such orders as the Government of India may consider necessary, copy of Letter No. 1112/760, dated 24th February 1893, from the Engineer-in-Chief, East Coast Railway, on the question of providing office and house accommodation for the staff of that line at Vizagapatam.

(Details)

2. The Engineer-in-Chief states that an office is now being opened out upon the general lines of the Southern Mahratta

1

Railway offices at Dharwar but that it is designed as to be capable of being constructed one third only at first and the remainder at two subsequent intervals as the railway system expands, and is of opinion that one third of the accommodation found necessary for the Southern Mahratta Railway will suffice for the present, and possibly for the next five years to accommodate the staff of the following offices viz, Engineering Management, Audit, Stores, Printing and Traffic.

The cost of each of these offices as provided for in the Revised Estimate for the Vizagapatam Division is as under:-

	Rs
1. Chief Engineer's office.	14,210
2. Combined Managers Stores and Examiners offices	40,000
3. District Engineers offices.	9,350
Total	63,560

but the Engineer-in-Chief thinks it likely that he can provide sufficient accommodation for the requirements of the next five years for a commuted sum of a lakh of rupees.

3. With regard to the question of houses he reports that the following officers should be accommodated at head quarters viz:-

1. Manager (or Manager and Engineer-in-Chief)
2. Traffic Superintendent
3. Locomotive — do —
4. Examiner
5. Chief Storekeeper
6. Assistant to Manager
7. — do — Chief Engineer
8. — do — Traffic Superintendent
9. — do — Locomotive — do —
10. Assistant Examiner
11. — do — do —

Of these he proposes the immediate construction of Nos. 1, 4, 5, 6, 7 and 10, the cost of which is

provided for in the revised Estimates already alluded to above as under :-

	Rs
1. Manager (or Manager & Engineer. in. Chief).	37,084
4. Examiner ———	8,892
5. Chief Store Keeper ———	8,892
6. Assistant to Manager ———	6,905
7. Assistant to Chief Engineer	6,905
10. Assistant Examiner ———	6,905
Total	75,583

The construction of No. 1 the Manager's house has already been sanctioned by this Government, it having been represented that the house at present occupied is in a dangerous condition and is likely to come down in the next heavy shower of rain.

Of the others he states that Nos. 2, 3, 8, 9 and 11 can be postponed for the present for the reasons given in para 3 of his letter.

4. In asking for permission to erect these offices and houses the

the Engineer in Chief, who has the power to sanction the estimates, most strongly advocates the necessity for fixing the headquarters of the railway at Vizagapatam on the grounds that it will very soon develop into a flourishing seaport with command of the export of nearly all the trade on the East Coast between Madras and Calcutta.

5. I am to request that Vizagapatam be recognized as the head quarters of the East Coast Railway, and that sanction be accorded to office accommodation at that place as provided in the revised estimates for Rs 63,661/- it being assumed that there

offices will be under one roof as essential to economical working, and for housing the staff the construction of Nos. 1, 4, 5 and 6 costing Rs 61,773 be approved.

Supdt. E. R. Offg.
R.
13/4/73

A

No. 551-52 RB 15th March 1873.

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station Madoks date 10th March 1873.

NOTE.

I have present para 5 of draft-letter to India in accordance with Members suggestions.

10/4 R.

No. 10/3 R 11/3