

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 483-4.R

DATED 30th May

[Despatch Abstract.]

Bezwada - Madras Railway

Ordered that the Govt. of India be addressed on the question of the construction, by the Madras Railway Company, of the — main line from Fromkhet to Basini Road (near Salt Cotours) of the junction Stations at the latter place and at Washermanpet, and of a loop line between the two Stations and a line to Rangapuram.

Inding correspondence relative to the construction, by the Madras Ry. Co., of the — main line from Fromkhet to Basini Road (near Salt Cotours) of the junction Stations at the latter place and at these two Stations and a line to Rangapuram, and soliciting provisional sanction to the revised figures in the estimates for these works.

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Indexed.

BACK PAPERS.

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FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

No. 483 R., 30TH MAY 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O. No. 187 R., dated 21st March 1894.

Read also the following papers :—

From the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), to the Secretary to the Government of India, Public Works Department, Calcutta, dated Madras, 29th November 1895, No. 817 R.

I am directed to invite a reference to the appendix which formed an accompaniment to the project for construction of the Madras-Ennore section of the Madras-Bezwada Railway, forwarded with memo. No. 187 R., dated 21st March 1894 (copy herewith).

2. It will be remembered that it was intended to keep that portion of the project denoted by the letters H.C.A. and A.F.D. in abeyance, pending the completion of the whole Bezwada-Madras Railway. In the meantime a project for the improvement of the Cooum river, which has been maturing for some time and which involves the construction of a canal in the vicinity of the lines above mentioned, will shortly be sanctioned. It is a feature in this project that the spoil from the canal should be utilized in the construction of the railway embankments.

3. It is therefore very desirable that the land to be occupied by the Railway should be acquired and early sanction to its construction given. Plans and estimates have accordingly been called for and will shortly be submitted.

4. The Madras Railway Board have approved of the inclusion of these works in the budget for 1896-97, but the question of provision of funds has not yet been considered. I am to say that the portion A.F.D., which is practically a replacement of portion of the existing Ráyapuram branch, may well be considered as an integral portion of the Madras Railway, and funds for its construction would appropriately be provided by that Company.

5. I am to request that this Government may be informed from what source funds for the construction of these works will be provided, and to suggest that, after the plans and estimates have been approved, the Madras Railway may be allowed to construct the works pending a final settlement of the financial question.

From the Agent and Manager, Madras Railway Company, dated 17th December 1895, No. 8614/1108.

ENCLOSURE.

EXTRACT from a letter to the Secretary, dated 12th December 1895, No. 2229.

11. The construction of the Bezwada-Madras Railway has been sanctioned by the Government and work has commenced. Included in the scheme are certain works affecting this Company which we are required to undertake. They are—

- | | |
|---|----------|
| (1) The junction station and arrangements at Basin road (near Salt Cotaurs) ... | RS. |
| (2) Loop line between Washermanpet and Basin road (near Salt Cotaurs) ... | 3,52,598 |
| (3) The junction station at Washermanpet and line to Rayapuram ... | 1,45,537 |
| | 52,650 |

12. With my letter No. 2123 of the 11th January 1894, I forwarded the proceedings of a meeting of the officials of the two Railways and the Government Consulting Engineer, called for the purpose of determining what arrangements were to be made for the accommodation of the Bezwada-Madras Railway. The Proceedings show that the junction station near Salt Cotaurs manpet, with a loop line between the two stations. The main line of the Bezwada-Madras Railway will cross our present line between Washermanpet and Veyasarpauli junction, and at the meeting referred to, it was considered advisable that our line between these two points—about one mile in length—should be abandoned.

13. The above works are included in the estimate of the cost of the Bezwada-Madras Railway, which has been sanctioned by the Government; but as they are to be carried out by this Company and charged to our Capital Account, the sanction of the Board is necessary to the proposed expenditure being incurred. The figures given are taken from the estimates prepared by the Government Engineer who was in charge of the survey operations.

14. In your letter No. 924, paragraph 15, permission was given to enter the estimated outlay on the first two works in the budget for the ensuing official year. I now desire that I may be authorized to provide in the budget for the third work also, and that the Board will communicate to me their approval to the three works being undertaken by the Company at the cost of Capital. Early sanction is desired as the construction of other portions of the line to Bezwada has already commenced, and this sanction will enable me to dispose of a reference made to me in connection with the earthwork for the loop line.

From the 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 Calcutta, 25th January 1896, No. 97 R.C.

I am directed to acknowledge the receipt of your letter No. 817 R., dated 29th November 1895, regarding the construction of certain works required to give the Bezwada-Madras Railway entry into the Salt Cotaurs junction station, and also provide the Madras Railway with a new entry into Washermanpet station.

2. In reply, I am to say that before dealing with these works and the question of the allocation of their cost, the Government of India would wish to be furnished with the views of the Madras Railway Company on the points raised in your letter.

3. In the meanwhile, arrangements may be made for the acquisition of the necessary land.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th February 1896, No. E. 497/113.

With reference to your endorsement No. 375 of the 5th instant, I have the honour to forward an extract from a letter from the Board, dated the 3rd ultimo, in which they give their approval to the following works being executed by this Company and charged to our Capital account:—

- (1) Junction station at Basin road near Salt Cotaurs.
- (2) Loop line between Basin road station and Washermanpet.
- (3) Junction station at Washermanpet and line to Rayapuram.

At a meeting held on the 4th December 1893 at which the Government and the Madras Railway officers were present, the whole of the arrangements proposed were agreed to and in the opinion of the officers of this Company they were the best that could be suggested in the interests of the railways concerned, as also for dealing with the local traffic that will undoubtedly spring up when the Bezwada-Madras Railway is opened.

A question the Government may possibly consider is whether the cost of the loop line from Washermanpet to the proposed new junction station should not be borne by the State, seeing that the line laid by the Madras Railway between Washermanpet and Veyasarpauli is being abandoned to allow the Bezwada-Madras Railway to obtain access on an easy gradient to Salt Cotaurs goods-shed and the Central Station.

ENCLOSURE.

EXTRACT from a letter from the Secretary, dated 3rd January 1896.

Adverting to paragraph 11 of No. 2229, I have to inform you that the Board approve of the execution of the works therein referred to at the cost of Capital. It is presumed that the Chief Engineer of this Company has checked and accepted the estimates prepared by the Government Engineer. This will be noticed in the next official letter.

From the Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated 18th February 1896, No. 540.

Your No. E. 497/113, dated 10th February 1896, will be communicated to the Government of India. I wish, however, to know if your Company are prepared to construct the length H.C.M. (see map in report of Madras Ennore section) which is the prolongation of the present Ennore Railway, if, in addition to the cost of this, the cost of dismantling the line D.C.B. between Washermanpet and Veyasarpauli junction be also charged to the State, I assume your suggestion in the last paragraph of your letter will be met.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 24th March 1896, No. E. 497/233.

[Your No. 540 of the 18th February 1896.]

This Company will be prepared to give the State every possible assistance in constructing the length of line from Korukupet to the new station at Basin road (H.C.M.) and will agree to carry out the work for the State on the same terms as the Ennore branch was constructed, if it will be a convenience to the State to employ the agency of the Madras Railway.

Copy of a letter from this Company's Chief Engineer on the subject, and in which the cost of constructing a loop line to take the place of our present line from Washermanpet to Veyasarpauli (D.C.B.) is specially referred to, is submitted for your information and disposal.

The Chief Engineer's suggestion seems to me to offer a fair solution of the question raised in my letter of the 7th February last.

I beg that very early orders for the construction of the Korukupet and Basin Road line may be passed, whether the work is to be undertaken by State officers or by this Company's officers.

ENCLOSURE.

From the Chief Engineer, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Madras, 21st March 1896, No. 355.

Ennore Branch.

With reference to your letter No. 497/1860 of 21st February 1896, forwarding copy of Consulting Engineer's letter No. 540 of 18th idem, relating to the construction of the Madras-Bezawada main line H.C.A. between Korukupet and Salt Cotaurs and the south branch (double line) D.F.A. between Washermanpet and Salt Cotaurs, I have the following observations to offer.

• *Fide plan enclosed.*

2. I am of opinion that the Company should undertake the construction of the line H.C.A., which forms the first mile of the Bezawada-Madras State line, on the same terms as those appertaining to the rest of the Ennore section, the funds being provided by the State, and this I am prepared to do as far as this department is concerned.

3. In regard to the abandonment of that portion of the Ráyapuram branch (single line) D.C.B. between Washermanpet and Veyasarpudi junction, it is observed that the Consulting Engineer suggests that the cost of only dismantling this should be borne by the State, whereas in the opinion of this office the more equitable arrangement would be for the State to refund to this Company the original outlay incurred in the construction of this length, less the value of any materials which can be utilized.

4. The original cost of this length D.C.B. is computed at Rs. 1,02,341 and deducting Rupees 14,913 as the value of the permanent-way and other materials which can be utilized, the balance stands at Rs. 87,398, and this represents the amount which should be repaid to the Company by the State for its abandonment.

5. If this be agreed to, the above balance would form a material contribution towards the construction of the south branch D.F.A. (estimated at Rs. 1,02,023) which the Company would then undertake to make at its own cost.

6. As regards budget provision, Rs. 1,00,000 has been entered for the south branch in the Company's budget for 1896-97 (now awaiting sanction), so that work could be put in hand without further delay if the project were sanctioned by Government.

7. It should, however, be remembered that as the branch canal and Coom Improvement scheme has been postponed, it will be necessary to modify the arrangement by which it was intended to utilize the spoil excavated from the canal for making up the Railway bank. The best arrangement now would be for the Company to excavate the canal and use the material for the embankment, wherever this is practicable. To enable this to be done, the correct position of the branch canal will have to be marked out. The areas also of the land acquired for the canal and the railway, respectively, will have to be distinctly demarcated, but it is presumed that the Consulting Engineer will be able to arrange this. In conclusion I would urge that the matter be decided at an early date, so that the present working season may not be lost.

Note by the Consulting Engineer for Railways, Madras, on the estimates for new junction arrangements near Salt Cotaurs, &c.

Estimate A, Junction at Salt Cotaurs.

1. The provision for "preliminary expenses" seem unnecessary, as such work should surely be undertaken without charge by the open line staff.

2. Land is not provided for in estimates A, B and C, as it comes under the head 39. Guaranteed Companies—Land and Supervision.

3. *Formation.*—The rate is high, as a large proportion of the earthwork would be brought by train, now that the branch canal formerly contemplated is not to be executed.

4. *Fencing*—is estimated at Rs. 3,506 for 2,200 lineal feet, which is very high. Probably Rs. 1,000 would suffice, as it would not be necessary to use old rail fencing everywhere, and wire-fencing with split-wire standards only costs Rs. 1,000 per mile.

5. The two overbridges, viz., one for the road, Rs. 39,908, and one for foot passengers to platform, Rs. 14,916, are very heavy items, and an endeavour is being made to effect economy in them, but in the meanwhile they must stand.

6. The Rs. 77,848 provided for road diversion should go against III (1) formation, not V (2) level crossings. The rate is high owing to the long lead.

7. The estimate provides for new permanent-way at about Rs. 17,000 per mile for materials, and allows for the return of 0.68 mile of old materials at half price.

But not more than half the 3.123 miles of line included in this estimate need be first-class material, and at least 1½ miles may be second-hand material, thus saving about Rs. 12,000. A separate estimate is attached of the cost of permanent-way for A, B and C.

8. Similarly the eleven sets (old sets) of points and crossings should be used and a saving of at least Rs. 2,000 effected. A separate estimate is attached of cost of station machinery for A, B and C.

9. The provision of Rs. 1,866 for plant (Engineering), in addition to the ordinary equipment of the line, appears unnecessary. What is enough for the existing arrangements will certainly suffice for the proposed ones, and to provide a new equipment is simply recouping revenue at the expense of Capital.

10. The provision for general charges is excessive, as it includes a complete divisional staff, which is more than sufficient to look after all the works covered by the four estimates. Of course, any staff specially engaged for the work is properly charged against it, but no share of the general Revenue establishments or office expenses should be included; consequently, the provision for XII (3) "Stores" should be struck out, and that for XII (2) Engineering may be divided rateably over the four estimates.

Estimate B, South branch (A.E.D.) Double line.

11. The remarks made above regarding preliminary expenses, land, plant (Engineering) and general charges apply to this estimate also.

12. New permanent-way is rightly provided for, but as this line is being laid in lieu of that now in use between Veyasarpudi junction and Washermanpet, a distance of 2,266 yards = 1.288 mile, I consider that all the materials for this length should be charged to Revenue, which also should be credited with the value of the materials obtained from the existing line as has been done in estimate A. (See revised estimate for permanent-way estimates A, B, C.)

Estimate C, Washermanpet junction and Extension to Ráyapuram.

13. The remarks made above regarding Engineering plant and general charges apply to this estimate also.

14. The remarks in paragraph 12 regarding the permanent-way material may be considered to apply to this short length also. (See revised estimate for permanent-way estimates A, B and C.)

Estimate D, Main line Salt Cotaurs to Korukupet.

15. The provision for preliminary expenses, establishment, viz., half month at Rs. 1,686, is excessive for laying out a straight line in open country and levelling over it and making this exceedingly simple estimate. Probably, Rs. 200 is far more than the actual cost.

16. Similarly the provision for general charges, viz., Rs. 14,808, for less than one mile of simple earthwork with one 60-foot bridge is enormous, amounting as it does to 13 per cent. on the Indian expenditure. The scale of Engineering establishment provided in estimate A should be ample for the whole project, and if it be divided rateably between the different estimates, the proportion chargeable to estimate D amounts to Rs. 3,052, which therefore is adopted.

17. The permanent-way provided for is the Indian State Railway type of flat-footed rail on wooden sleepers.

18. Carrying these alterations into effect, the estimates will stand thus as per details attached:—

	Capital.	Revenue.	Madras Railway.		Bezawada-Madras Railway.	Total.
			Capital.	Revenue.		
	RS.	RS.	RS.	RS.	RS.	RS.
A	5,65,534	18,605	4,78,136	18,605	87,398	5,84,139
B	1,35,961	..	..	..	1,35,961	1,35,961
C	..	..	..	..	..	..
D	..	..	..	..	..	..
Total ..	7,01,495	18,605	4,96,741	..	2,23,359	7,20,100

OOTACAMUND,
23rd May 1896.

(Signed) C. W. HODSON,
Offg. Consulting Engineer for Railways.

ABSTRACT of estimates A, B and C, showing proportion of cost to be borne by Madras Railway and Bezwada-Madras Railway respectively.

	Figures given by the Agent, Madras Railway.			Total.	Deductions or additions by Consulting Engineer.	Revised estimate.
	A.	B.	C.			
I. Preliminary expenses	Rs. 236	Rs. 1,135	Rs. ..	Rs. 1,371	Rs. 1,371	Rs. ..
II. Land	..	..	..	..	..	..
III. Formation—Earthwork	1,36,113	10,346	185	1,46,644	+ 77,848	2,24,492
IV. Bridges—	..	..	..	..	..	..
Large	..	44,655	..	44,655	..	44,655
Minor	2,540	1,433	2,139	4,679	..	4,679
V. Fencing	3,506	721	..	4,939	..	4,939
Road crossings	1,33,722	..	..	1,41,867	..	1,41,867
VII. Ballast and Permanent-way—	..	..	..	..	..	..
Ballast	15,418	7,028	1,025	23,471	..	23,471
Permanent-way	63,334	22,727	3,998	90,059	..	90,059
VIII. Stations and Buildings—	..	..	..	..	..	..
Stations and offices	39,488	..	39,392	78,880	..	78,880
Staff quarters	4,556	..	..	4,556	..	4,556
Station machinery	45,360	..	2,721	48,081	..	48,081
IX. Plant—	..	..	..	..	..	..
Engineering	1,866	838	628	3,332	..	3,332
Station and office furniture	1,852	..	926	2,778	..	2,778
XII. General Charges—	..	..	..	..	..	..
Engineering	16,065	12,051	8,034	36,153	..	36,153
Stores	1,452	1,089	726	3,267	..	3,267
Total	..	..	..	6,86,732	..	6,86,732
Grand Total	..	..	..	..	..	..
				Revenue ..	18,605	18,605
				Capital ..	5,65,534	5,65,534

Allocation—	Capital.	Revenue.
Permanent-way	Rs. 56,941	Rs. 16,559
Station machinery	43,614	2,046
Total	1,00,555	18,605

Bezwada-Madras Railway	Capital.	Revenue.	Total.
..	Rs. 87,398	Rs. ..	Rs. 87,398
Madras Railway	4,78,136	18,605	4,96,741
Total	5,65,534	18,605	5,84,139

ABSTRACT showing expenditure by Bezwada-Madras Railway.

	Figures given by Agent, Madras Railway, estimate D.	Deductions or additions by Consulting Engineer.	Net.
I. Preliminary expenses	Rs. 1,233	Rs. 643	Rs. 590
II. Land	..	..	..
III. Formation—Earthwork	43,873	..	43,873
IV. Bridges	23,309	..	23,309
V. Fencing	27,685	..	27,685
Road crossings	2,114	..	2,114
Mile and gradient posts	4,148	..	4,148
VII. Ballast and Permanent-way	43	..	43
VIII. Stations and Buildings—	30,072	..	30,072
Station machinery	..	..	..
IX. Plant—	450	..	450
(1) Engineering	625	..	625
XII. General charges	14,808	11,756	3,052
Add—Bezwada-Madras portion of A, B and C	1,48,360	12,399	1,35,961
Total, Bezwada-Madras portion	..	..	87,398
			2,23,359

Revised Estimate for Permanent-way.

Estimates A, B and C.

A. Main line and sidings	=	3-123 miles single line.
B. Double line 0-563	=	1-126 " " "
C. Single line	=	0-17 " " "

Total, A, B and C 4-419 M.LS.

Old line, Washermanpet to Veyasarpadi = 1-288

Material removed in estimate A = 0-68

1-968

Line laid with new material ... 2-451

" " old " ... 1-968

Cost of material 2-451 miles at 16,828 =

Rs.

41,245

" " 1-968 " at 8,414 =

16,559

57,804

Laying 4-419 miles at Rs. 3,356

14,830

Taking up 1-968 miles at Rs. 440

866

Total ... 73,500

Allocation—	Rs.
Capital	56,941
Revenue	16,559
Total	73,500

Revised Estimate for Station Machinery.

Estimates A, B and C.

25 sets of points and crossings required.

11 " of these old.

14 new sets materials at Rs. 372	..	Rs. 5,208
11 old " " at Rs. 186	..	2,046

Rs.

7,254

Laying 25 sets at Rs. 33

825

Total ... 8,079

Allocation—	Rs.
Capital	6,033
Revenue	2,046
Total	8,079

Rs. 10,500 — 8,079 = 2,421 saving.

ORDER—No. 483 R., dated 30th May 1896.

Ordered that the Government of India be addressed.

[Here enter No. 484 B., dated 30th May 1896.]

(True Extract.)

(Signed) C. W. HODSON,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
" Engineer-in-Chief, Bezwada-Madras Railway Survey.
" Examiner, Guaranteed Railway Accounts.
" Examiner, Bezwada-Madras Railway Accounts.

Erd. C. M. Brinson.

Spare Copies

RAILWAY.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated May, 30th.

Recd.

Encl.

G.O. No. 483 R., 30th May 1896.

MAY.

Bezwada-Madras Railway

Ordered that the Government of India be addressed on the question of the construction, by the Madras Railway Company, of the — main line from Korukupet to Basin road (near Salt Cotaurs) of the junction stations at the latter place and at Washermanpet, and of a loop line between the two stations and a line to Ráyapuram.

No. 484 R., 30TH MAY 1896.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

C. W. HODSON, Esq.,

Offg. Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT,

SIMLA.

SIR,

Extract letter No. 2229 of 12th December 1895, from Agent, Madras Railway, to Board.

Extract letter No. — of 3rd January 1896, from Board to Agent.

Letter No. E-497/113 of 7th February 1896, from Agent to Consulting Engineer.

Letter No. 540 of 18th February 1896, from Consulting Engineer to Agent, Madras Railway.

Letter No. E-497/233 of 24th March 1896, from Agent to Consulting Engineer, with its enclosure, embodied in Proceedings of the Madras Government, No. 483 R., dated 30th May, 1896.

With reference to correspondence ending with your letter No. 97 R.C. of 25th January 1896, and subsequent reminders, I am directed to forward, for your information, copies of the correspondence noted in the margin and also four printed estimates for the works, viz. :—

	Rs.
A. Junction station at Salt Cotaurs	4,57,719
B. South Branch A.F.D. (double line)	1,02,023
C. Junction at Washermanpet and extension to Ráyapuram	56,296
D. Main line, Salt Cotaurs to Korukupet	1,48,360
Total	7,64,398

2. It will be seen that the Board of Directors have approved of the execution of the double loop line A.F.D. between Salt Cotaurs and Washermanpet as well as of the two junction stations and of the extension of the double line into Ráyapuram at the capital cost of the Madras Railway.

3. The question has however been raised whether the State should not bear at least a portion of the South Branch loop, and the Agent proposes that if the Company make it at their own cost, the Government shall refund to the Company the original cost of that portion of the line B.C.D. between Veyasarpauli and Washermanpet, which it is proposed to dismantle, less the value of the materials obtained therefrom. This piece of line is estimated to have cost Rs. 1,02,341, and the value of the permanent-way and other materials which can be utilised is estimated at Rs. 14,943, so that the difference, viz., Rs. 87,398, is proposed to be charged to the State. I am directed to say that this proposal appears to His Excellency the Governor in Council to be fair and reasonable, and to recommend its adoption.

4. As regards the chord line, the Agent has agreed to construct it on the same terms as were agreed to for the Madras-Ennore section of the Bezwada-Madras Railway. It is assumed that this proposal will commend itself to the Government of India and the Agent has accordingly been requested to obtain the consent of his Board.

5. The arrangements provided for in the estimates are precisely as agreed upon by the Committee of 4th December 1893, and the junction station at Salt Cotaurs is designed with four platforms so as to keep the three lines (as per margin) quite separate, and so concentrate all the junctions and interlocking to the south of the station. It is under consideration, however, whether it would not conduce to economy and efficiency to make the junction of the Ennore and Ráyapuram lines on the north of the station, and so reduce the number of platforms to three and simplify the junction at the south end. When this has been settled the plan decided upon will be submitted.

Double line towards	Arkonam.
Single	Ennur.
Double	Ráyapuram.

6. In the meantime the estimates as they stand have been criticised in the accompanying note by the Consulting Engineer in which he points out certain alterations and reductions which will, if carried into effect, modify the estimates as shown in the detailed abstract and make the total as follows:—

	RS.
Madras Railway	4,96,741
Bezwada-Madras Railway	2,23,359
Total	7,20,100

and it is not probable that the modifications referred to in paragraph 4 will cause this to be exceeded. Indeed it is hoped they will somewhat reduce it.

7. I am directed therefore to solicit provisional sanction to the revised figures, so that the work may be put in hand as soon as practicable. The necessary funds for the Company's portion have been provided for in the Madras Railway budget for 1896-97, but an additional grant as per margin will be required during the current year for the portion chargeable to the State, and I am to request that funds to this amount may be allotted.

	RS.
Indian grant	2,00,817
English do.	22,542
Total	2,23,359

8. I am to add that it has been found that the proposal made in paragraph (j) of the recommendation of the Committee of 4th December 1893 cannot be carried into effect, as the whole available area of the Salt Depot will in future be required by the Salt Department. Consequently space for the engine yard proposed by the Committee will have to be found elsewhere. This matter will be taken up in due course.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) C. W. HODSON,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Ootacamund,
30th May 1896.

RAILWAY.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated May, 30th.

Recd.

Encl.

No. 484 R., 30th May 1896.

MAY.

Bezwada-Madras Railway

Forwarding correspondence relative to the construction, by the Madras Railway Company, of the — main line from Korukupet to Basin road (near Salt Cotaurs) of the junction stations at the latter place and at Washermanpet and of a loop line between these two stations and a line to Rayapuram, and soliciting provisional sanction to the revised figures in the estimates for these works.

R. Form No. 12.

No. 817 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

CALCUTTA.

Madras, the 29th November 1895.

SIR,

I am directed to invite a reference to the Appendix which formed an accompaniment to the project for construction of the Madras-Ennore section of the Madras-Bezwada Railway, forwarded with Memorandum No. 187 R. dated 21st March 1894 (copy herewith).

2. It will be remembered that it was intended to keep that portion of the project denoted by the letters -- H.C.A. and A.F.D. in abeyance pending the completion of the whole Bezwada-Madras Railway. In the meantime a project for the improvement of the Cooum River which has been maturing for some time and which involves the construction of a canal in the vicinity of the lines above mentioned will shortly be sanctioned. It is a feature in this project that the spoil from the canal -- should be utilized in the construction of the railway of the embankments.

3. It is therefore very desirable --
that the land to be occupied by the --
Railway should be acquired and early --
sanction to its construction given. --
Plans and estimates have accordingly --
been called for and will shortly be --
submitted.

4. The Madras Railway Board have --
approved of the inclusion of these --
works in the Budget for 1896-97, but --
the question of provision of funds has
not yet been considered. I am to say --
that the portion A.F.D. which is prac-
tically a replacement of portion of --
the existing Rayapuram branch may well
be considered as an integral portion --
of the Madras Railway, and funds for --
its construction would appropriately --
be provided by that Company.

5. I am to request that this Govern-
ment may be informed from what source
funds for the construction of these
works will be provided and to suggest
that after the plans and estimates have
been approved the Madras Railway may --
be allowed to construct the works --
pending a final settlement of the --
financial question.

(Ind) F. R. U.

27/11

Documents accompanying:-

1. Copy of G.O. 187 R. with note by-
the Consulting Engineer for Rys:-
2. Report on the Madras-Ennore section.

All communications
should be addressed
to the Secretary.

No. 97 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction.

To

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

Calcutta, the 25th January 1896.

Sir,

I am directed to acknowledge the receipt of your
letter No. 817 R. dated 29th November 1895, regarding the
construction of certain works required to give the Bezvada-
Madras railway entry into the Salt Kotar Junction Station,
and also provide the Madras railway with a new entry into
Washermanpet Station.

2. In reply, I am to say that before dealing with these
works and the question of the allocation of their cost,
the Government of India would wish to be furnished with
the views of the Madras Railway Company on the points
raised in your letter.

3. In the meanwhile arrangements may be made for the
acquisition of the necessary land.

I have the honour to be,

Sir,

Your most obedient servant,

E. A. M. S.

Under Secretary.

Documents accompanying.

Nil.

E. B. Bose

Ores: 1.2.86

Extract from a letter to the Secretary, No. 2229 of 12-12-97

Re: certain works to be executed by Madras Railway owing to construction of Bezwada-Madras Railway.

11. The construction of the Bezwada-Madras Railway has been sanctioned by the Government and work has commenced. Included in the scheme are certain works affecting this Company which we are required to undertake. They are:—

- | | |
|---|--------------|
| (1) The Junction Station and arrangements at Basin Road (near Salt Cotaurs) ... | Rs. 3,52,598 |
| (2) Loop line between Washermanpet and Basin Road (near Salt Cotaurs) ... | 1,45,537 |
| (3) The Junction Station at Washermanpet and line to Rayapuram ... | 52,650 |

12. With my letter, No. 2123 of the 11th January 1894, I forwarded the proceedings of a meeting of the officials of the two Railways and the Government Consulting Engineer, called for the purpose of determining what arrangements were to be made for the accommodation of the Bezwada-Madras Railway. The proceedings show that the Junction Station near Salt Cotaurs was decided upon for the joint use of the two Railways, also another junction Station at Washermanpet, with a loop line between the two stations. The main line of the Bezwada-Madras Railway will cross our present line between Washermanpet and Veysurapandy Junction and at the meeting referred to, it was considered advisable that our line between these two points—about one mile in length—should be abandoned.

13. The above works are included in the estimate of the cost of the Bezwada-Madras Railway, which has been sanctioned by the Government, but as they are to be carried out by this Company and charged to our Capital Account, the sanction of the Board is necessary to the proposed expenditure being incurred. The figures given are taken from the estimates prepared by the Government Engineer who was in charge of the survey operations.

14. In your letter, No. 924, para. 15, permission was given to enter the estimated outlay on the first two works in the Budget for the ensuing official year. I now desire that I may be authorised to provide in the Budget for the third work also, and that the Board will communicate to me their approval to the three works being undertaken by the Company at the cost of Capital. Early sanction is desired as the construction of other portions of the line to Bezwada has already commenced and this sanction will enable me to dispose of a reference made to me in connection with the earthwork for the loop line.

Encls. No. 3 to Amis No. ¹¹⁰⁸
17-12-95

(No. 11.)

No. 2497

5,000-11-11-95.

Extract from a letter from the
Secretary, dated the 3d January, 1896.

Adverting to para 11 of no 2229 I -
have to inform you that the Board
approve of the execution of the works
therein referred to at the cost of Capital.
It is presumed that the Chief Engineer of
this Company has checked and accepted
the estimates prepared by the Government
Engineer. This will be noticed in the
next official letter.

(True extract.)

Wm. S. M. J.

Agent and Manager.

Ans.

was a meeting held on the 4th December
1895 at which the Government and the
Madras Railway Officers were present

the

Enclosure to E.R.C. No 642

(No. 11.)

No. 2497

113

MADRAS RAILWAY.

5,000-11-11-85.

AGENT AND MANAGER'S OFFICE,

MADRAS, 7th February 1896.

From

10th

The Agent and Manager.

M. R. Co

To

The Consulting Engineer for Railways.

SIR,

Madras

With reference to your endorsement no 375 of the 5th instant, I have the honour to forward an extract from a letter from the Board dated the 3rd ultimo in which they give their approval to the following works being executed by this Company and charged to our Capital account.

1. Junction station at Basin Road near Eall Cotours
2. Loop line between Basin Road station and Washermanpet.
3. Junction station at Washermanpet and line to Rayapuram.

At a meeting held on the 4th December 1893 at which the Government and the Madras Railway officers were present

the

[illegible]

ON

Recd.

Date:

188

for Railways

The Consulting Engineer

7

F) om

The Agent and Manager.

MADRAS RAILWAY.

the whole of the arrangements proposed were agreed to and in the opinion of the officers of this company they were the best that could be suggested, in the interests of the Railways concerned as also for dealing with the local traffic that will undoubtedly spring up when the Bezwada-Madras-Railway is opened.

A question the Government may possibly consider is whether the cost of the loop line from Washermanpett to the proposed new Junction station should not be borne by the State seeing that the line laid by the Madras Railway between Washermanpett and Veyyarpandy is being abandoned to allow the Bezwada-Madras Railway to obtain access on an easy gradient to Salt Coteaux Goods shed and the Central station.

The Agent has said nothing I have the honour to be.
 Sir.
 Your most obedient servant
 Miss S M V
 Agents and Managers

642
11.2.96

No: 540
18/2/96

Reminder No 540 of 24.3.96

24/3

Issued 24/3/96

Agent Madras Ry.

Price $\frac{8}{113}$ 497 d/s 10 d/s 96

will be communicated
to the Govt. of India -
I will however, to know
if you to me prepared
to construct the length
H C M (see note in
Report of Madras Ry.
section) which is the pro-
longation of the present
Eumore Railway - if in
addition to the cost of
this - the cost of dismantling
the ^{line} D C B between Warley
Marshall & Vegasurhady
Junction be also charged
to the State, I ^{extend} ^{the cost}
your suggestion as ^{the cost} ^{of} ^{the} ^{work}
of price ^{of} ^{the} ^{work} will be
met

Yrll 18/2/96

See 19/2/96

(A. & M. V. L.)

Enclosures.....

No. 8497
233

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

RAYAPURAM TERMINUS,

Madras, 24th March 1896.

From

The Agent and Manager,

Madras Railway Company.

To

The Consulting Engineer for Railways,

Madras.

Sir,

Your No. 540 of the 18th February 1896.

This Company will be prepared to give the State every ^{possible} assistance in constructing the length of line from Korukupett to the new station at Basin Road (H.C.W.) and will agree to carry out the work for the State on the same terms as the Ennur Branch was constructed, if it will be a convenience to the State to employ the agency of the Madras Railway.

Copy of a letter from this Company's Chief Engineer on the subject and in which the cost of constructing a loop line to take the place of our present line from Washermenpett to Veyasarpandy (D.C.B.) is specially referred to, is submitted for your information and disposal.

The Chief Engineer's suggestion seems to me to offer a fair solution of the question raised in my letter of the 7th February last.

I beg that very early orders for the construction of the Korukupett and Basin Road line may be passed whether the work is to be undertaken by State officers or by this Company's officers.

I have the honour to be,

Sir,

Your most obedient Servant,

Enclosures.

Chief Engineer's letter

No. 255 of 21st March

1896.

One Plain duplicate.

Four estimates in duplicate.

Amis S. M. J. S.
Agent & Manager.

10/2-
27/3/96

382

Madras Railway Company,
No. 355. Chief Engineer's Office,
Madras, 21st March 1896.

The Agent and Manager.
Dear Sir,

11-54
Ennur Branch.

With reference to your letter No. 427
of 21st February 1896, forwarding copy of
Consulting Engineer's letter No. 540 of 18th idem,
relating to the construction of the Madras-
Bezawada main line H. C. A.* between Korukupett
and Salt Pottans and the south branch (double
line). D. F. A. between Washermanpett and Salt
Pottans, I have the following observations
to offer.

* vide plan
enclosed

2. I am of opinion that the Company
should undertake the construction of the
line H. C. A., which forms the first mile of the
Bezawada-Madras State line, on the same terms
as those appertaining to the rest of the Ennur
Section, the funds being provided by the State,
and this I am prepared to do as far as this
Department is concerned.

3. In regard to the abandonment of
that portion of the Rayapuram Branch (single
line)

By M. S. S. S.

line) D.C.B. between Washermanpett and Veyasarpaundy junction, it is observed that the Consulting Engineer suggests that the cost of only dismantling this should be borne by the State, whereas in the opinion of this Office the more equitable arrangement would be for the State to refund to this Company the original outlay incurred in the construction of this length, less the value of any materials which can be utilized.

4. The original cost of this length D.C.B. is computed at Rupees 1,02,341/- and deducting Rupees 14,943/- as the value of the Permanent Way and other materials which can be utilized, the balance stands at Rupees 87,398/- and this represents the amount which should be repaid to the Company by the State for its abandonment.

5. If this be agreed to, the above balance would form a material contribution towards the construction of the south branch D.F.A. (estimated at Rs 1,02,023/-) which the Company would then undertake to make at its own cost.

b. As regards Budget provision, Rs. 1,00,000/- has been entered for the south branch in the Company's Budget for 1896-97 (now awaiting sanction) so that work could be put in hand without further delay, if the project were sanctioned by Government.

7. It should however be remembered that, as the Branch Canal and Coom improvement scheme has been postponed, it will be necessary to modify the arrangement by which it was intended to utilize the spoil excavated from the Canal for making up the Railway bank. The best arrangement now would be for the Company to excavate the Canal and use the material for the embankment, wherever this is practicable. To enable this to be done the correct position of the branch Canal will have to be marked out. The areas also of the land acquired for the Canal and the Railway respectively will have to be distinctly demarcated, but it is presumed that the Consulting Engineer will be able to arrange this. In conclusion I would urge that the matter be decided at an

early

early date - so that the present working season may not be lost.

Yours faithfully,
(sd) Henry C. West,
Chief Engineer.
/ True copy /

Ernie S. M. V. S.
Agent & Manager.

SM — we must ask for plan and section of the south branch double line. Board No. 2875 of 11th Sept 95 we asked for plans sections etc. of this line and also of the chord line. The latter have not been submitted, but they have stated the terms on which they are prepared to make it. There have not however been approval of the Board nor as far as we can see submitted to it. Draft to Indian post office

SM

25/3

As regards the land question we have only applied for the permanent land on the loop. We had better ^{tell} the Immigration Dept. of how the matter now stands and suggest that if the Govt. wish we will take the spoil from the proposed canal if they will let us have the land. Marked out on

the colliery land

SM

SERIAL
No. 26

(2) Land is not provided, for
as becomes under the head
The total
area is for these three satellites
is acres at an average
rate of \$ per acre
total \$..

- (3). Frametum The salt is
high. ~~only~~ ^{as to} a large
proportion of our hard-
wood is brought in
from the French
Canal formerly called
is now opened

(32) Land is not homestead for. and will
have to be added say $\approx R$
as a convey of $\approx R$
This of course goes against the State.
(34) Ferret is estimated at $\approx R$ 3500
for $\approx$ 2200 lin ft. which is very high.
Probably $\approx R$ 1000/- would suffice. as it was
not the necessity to use old wire fencing
& wire fencing with other wire strands
costs $\approx R$ 1000/- for miles

5. The ~~rest~~ two overbridges, viz one for the
load R 39208. & one for foot passage to
Belgum R 14916. are very heavy items.
and an Endowment is being made to
effect economy in them. And in the
meantime they must stand.

(6) The R 77848 promise for Road
Dwain should go against III. S.
Furnace not V. (2, dead env. The
late is high env. I'm long land

(7, The Estuak Kinnick for new Perm-
way at about \$17,000. for mile for
mile. And allow for the return

(7) ~~The estimated premium for~~
~~36 eff. of 36 eff. for 100~~
~~for 100. and 200~~
~~Part 2 $\frac{2}{3}$ of 200~~

~~From a distance~~ 3.123 miles of
more than half an inch, and at least
1 1/2 miles more 2 second hand material

$1\frac{1}{2}$ miles more
then, same ^{and} attached to the cost of P. way for A. & C.
estimated ^{to be} of the cost of P. way for A. & C. 116

Estimated as given
(8) Similarly the 16 sets are split 2

Perry should be used and a sample
 of ^{at least} 2000 - 2500 - 3000 - 4000 - 5000 - 6000 - 7000 - 8000 - 9000 - 10000 - 11000 - 12000 - 13000 - 14000 - 15000 - 16000 - 17000 - 18000 - 19000 - 20000 - 21000 - 22000 - 23000 - 24000 - 25000 - 26000 - 27000 - 28000 - 29000 - 30000 - 31000 - 32000 - 33000 - 34000 - 35000 - 36000 - 37000 - 38000 - 39000 - 40000 - 41000 - 42000 - 43000 - 44000 - 45000 - 46000 - 47000 - 48000 - 49000 - 50000 - 51000 - 52000 - 53000 - 54000 - 55000 - 56000 - 57000 - 58000 - 59000 - 60000 - 61000 - 62000 - 63000 - 64000 - 65000 - 66000 - 67000 - 68000 - 69000 - 70000 - 71000 - 72000 - 73000 - 74000 - 75000 - 76000 - 77000 - 78000 - 79000 - 80000 - 81000 - 82000 - 83000 - 84000 - 85000 - 86000 - 87000 - 88000 - 89000 - 90000 - 91000 - 92000 - 93000 - 94000 - 95000 - 96000 - 97000 - 98000 - 99000 - 100000 - 101000 - 102000 - 103000 - 104000 - 105000 - 106000 - 107000 - 108000 - 109000 - 110000 - 111000 - 112000 - 113000 - 114000 - 115000 - 116000 - 117000 - 118000 - 119000 - 120000 - 121000 - 122000 - 123000 - 124000 - 125000 - 126000 - 127000 - 128000 - 129000 - 130000 - 131000 - 132000 - 133000 - 134000 - 135000 - 136000 - 137000 - 138000 - 139000 - 140000 - 141000 - 142000 - 143000 - 144000 - 145000 - 146000 - 147000 - 148000 - 149000 - 150000 - 151000 - 152000 - 153000 - 154000 - 155000 - 156000 - 157000 - 158000 - 159000 - 160000 - 161000 - 162000 - 163000 - 164000 - 165000 - 166000 - 167000 - 168000 - 169000 - 170000 - 171000 - 172000 - 173000 - 174000 - 175000 - 176000 - 177000 - 178000 - 179000 - 180000 - 181000 - 182000 - 183000 - 184000 - 185000 - 186000 - 187000 - 188000 - 189000 - 190000 - 191000 - 192000 - 193000 - 194000 - 195000 - 196000 - 197000 - 198000 - 199000 - 200000 - 201000 - 202000 - 203000 - 204000 - 205000 - 206000 - 207000 - 208000 - 209000 - 210000 - 211000 - 212000 - 213000 - 214000 - 215000 - 216000 - 217000 - 218000 - 219000 - 220000 - 221000 - 222000 - 223000 - 224000 - 225000 - 226000 - 227000 - 228000 - 229000 - 230000 - 231000 - 232000 - 233000 - 234000 - 235000 - 236000 - 237000 - 238000 - 239000 - 240000 - 241000 - 242000 - 243000 - 244000 - 245000 - 246000 - 247000 - 248000 - 249000 - 250000 - 251000 - 252000 - 253000 - 254000 - 255000 - 256000 - 257000 - 258000 - 259000 - 260000 - 261000 - 262000 - 263000 - 264000 - 265000 - 266000 - 267000 - 268000 - 269000 - 270000 - 271000 - 272000 - 273000 - 274000 - 275000 - 276000 - 277000 - 278000 - 279000 - 280000 - 281000 - 282000 - 283000 - 284000 - 285000 - 286000 - 287000 - 288000 - 289000 - 290000 - 291000 - 292000 - 293000 - 294000 - 295000 - 296000 - 297000 - 298000 - 299000 - 300000 - 301000 - 302000 - 303000 - 304000 - 305000 - 306000 - 307000 - 308000 - 309000 - 310000 - 311000 - 312000 - 313000 - 314000 - 315000 - 316000 - 317000 - 318000 - 319000 - 320000 - 321000 - 322000 - 323000 - 324000 - 325000 - 326000 - 327000 - 328000 - 329000 - 330000 - 331000 - 332000 - 333000 - 334000 - 335000 - 336000 - 337000 - 338000 - 339000 - 340000 - 341000 - 342000 - 343000 - 344000 - 345000 - 346000 - 347000 - 348000 - 349000 - 350000 - 351000 - 352000 - 353000 - 354000 - 355000 - 356000 - 357000 - 358000 - 359000 - 360000 - 361000 - 362000 - 363000 - 364000 - 365000 - 366000 - 367000 - 368000 - 369000 - 370000 - 371000 - 372000 - 373000 - 374000 - 375000 - 376000 - 377000 - 378000 - 379000 - 380000 - 381000 - 382000 - 383000 - 384000 - 385000 - 386000 - 387000 - 388000 - 389000 - 390000 - 391000 - 392000 - 393000 - 394000 - 395000 - 396000 - 397000 - 398000 - 399000 - 400000 - 401000 - 402000 - 403000 - 404000 - 405000 - 406000 - 407000 - 408000 - 409000 - 410000 - 411000 - 412000 - 413000 - 414000 - 415000 - 416000 - 417000 - 418000 - 419000 - 420000 - 421000 - 422000 - 423000 - 424000 - 425000 - 426000 - 427000 - 428000 - 429000 - 430000 - 431000 - 432000 - 433000 - 434000 - 435000 - 436000 - 437000 - 438000 - 439000 - 440000 - 441000 - 442000 - 443000 - 444000 - 445000 - 446000 - 447000 - 448000 - 449000 - 450000 - 451000 - 452000 - 453000 - 454000 - 455000 - 456000 - 457000 - 458000 - 459000 - 460000 - 461000 - 462000 - 463000 - 464000 - 465000 - 466000 - 467000 - 468000 - 469000 - 470000 - 471000 - 472000 - 473000 - 474000 - 475000 - 476000 - 477000 - 478000 - 479000 - 480000 - 481000 - 482000 - 483000 - 484000 - 485000 - 486000 - 487000 - 488000 - 489000 - 490000 - 491000 - 492000 - 493000 - 494000 - 495000 - 496000 - 497000 - 498000 - 499000 - 500000 - 501000 - 502000 - 503000 - 504000 - 505000 - 506000 - 507000 - 508000 - 509000 - 510000 - 511000 - 512000 - 513000 - 514000 - 515000 - 516000 - 517000 - 518000 - 519000 - 520000 - 521000 - 522000 - 523

(9) The provision of R 1866/ for Plant
Engineering - in addition to the existing
equipment of the time of the existing
plant is enough for the existing equipment
was certainly sufficient for the proposed
work and to provide a new equipment
to simplify the existing R 1866/ and the R 1866/
of Capital.

(10) The provision for General charges is excessive, as it includes a complete division of Staff, White, & more than sufficient to look after all the work covered by the 4 estimates. Of course ~~not~~ any Staff specially engaged for the work is properly charged against it. But no share of the General Reserve Establishment or office expenses should be included. Consequently the provision for X/11-(5) "Stores" should be increased, and for XII (2, Expenses may be divided equally over the four Estimates.

(11) The remarks made abm, regarding
 Preliminary Expenses & Plans (Expenditure) &
 General charges affecting the Estate
 abm.

(2) Balance in previous year 58.47.
 Less Cash for 1st check 10.00
 Less Balance 48.47

(12) New Pennine may be slightly thinner
 than the Pennine now in my hand
 for but as this line is very level
 in line of the new ~~road~~ ^{road} in
 the valley of the new ~~road~~ ^{road} in
 the valley of the new ~~road~~ ^{road} in
 a distance of 2266 yds = ^{1.289} ~~1.289~~ miles.
 The difference between the
 length of the new road (see
 the 9000/ in note) & the present cost
 of the new material (Rs 16963/ in note)
 should be charged to Revenue and the
 balance to the Government.

~~127-5807-1632~~

$$1.129 \times 9025 = 10183$$

Eschsch. C. Wackermarkt Jentzen & Schme
b-Rangfurn

(13) ~~off~~ The Remarks now also regarding
Engineering Plant & General charges
added to this sheet also

~~(14) (15) Records of 28 eff. for Justice is provided
for eff. in Records~~

100

Abstract showing expenditures of Keweenaw Indian

	To	D	-	Nett
I	P. expenses	1,233 ✓	- 643	590 ✓
II	Lands	43,873 ✓		43,873 ✓
III	Fovv. (Eusk)	23,309 ✓		23,309 ✓
IV	Rinder large	685 27,459 ✓		27,685 ✓
	Minor	1,683		
V	Fencing	2,114 ✓ ~~2,225~~		2,114 ✓
	Road crossings	4,148 ✓ ~~4,306~~		4,148 ✓
	Milk & B. P. A.	43 ✓ ~~45~~		43 ✓
VII	Bullet & P. Way	30,072 ✓		30,072 ✓
VIII	Sell. Station Mch	450 ✓ ~~474~~		450 ✓
IX	Olan - (1) sup	625 ✓ ~~658~~		625 ✓
XI	Gen charge	105,077 14,808 ✓	- 11,525	3,283
	(1)	2,387		
	(7)	8,458		
	(8)	764		
	(4)	1,989		
	(15)	1,989		
		~~15,537~~		
		150,205	12,168	136,192
		148,360		
				87,398
				2,23,590

Revised estimate for P. Way Estimate A.B.C.

A 3.125 miles
B 0.17
C 4.49 miles

1.287 ✓
covered in 8/11 = 0.53 ✓ 3.969

3 new sets with no material 2.455
old 1.969

1.969 @ 16.528/ = 32.588
1.969 @ 8.117/ = 15.967 ✓
57.855
4.49 miles @ 33.56/ = 151.564
72.551

1.969 @ 16.528/ = 32.588

Allocation Cap. 56.011
Rev 16.527
72.538

Revised for Station Maintenance Estimate A.B.C.

25 sets of Pouch and Keys 200 ✓
11 new sets material @ 33/ 363 ✓
14 new sets material @ 186/ 2596 ✓
11 old 7254
25 sets @ 33/ 8242

Allocation Cap. 6196
Rev 21.52
5044

(4) The project was long up for a good time. Because it was thought that the new Canal would be made close along the AFD from the harbour to the Canal basin. But then before I combine the project so as to use the shore from the Canal in making of the railway bank. As known it is understood that this Canal scheme has been abandoned. The railway scheme has to be settled independent of it.

(5) I am in correspondence with the M. Ry. people about some of the details of the project. But this will not make any great effect. As I propose submitting the Estimate to Govt. of Madras for sanction and I have got a note criticizing the Estimate & a draft for approval.

CRW
25/5/26

44. 24/5/96 R 27.5.96
27.5.96 R 28/5/96

NOTE

by the Consulting Engineer for Railways, Madras, on the estimates for new junction arrangements near Salt Kotars &c.

Estimate A. Junction at Salt Kotars

1. The provision for "Preliminary expenses" seem unnecessary, as such work should surely be undertaken - without charge by the open line staff.

2. Land is not provided for in -- estimates A.B. & C, as it comes -- under the head 39 Guaranteed Companies Land and Supervision. ~~The total area for these three estimates is -- X acres at an average rate of Rs. -- per acre total Rupees~~

It will be filled in afterwards.

3. Formation. The rate is high, as a large proportion of the earthwork would be brought by trains, ^{now that} the Branch canal formerly contemplated is ~~not to be executed~~ ^{now extended}

4. Fencing is estimated at Rs. 3506 for 2200 lineal feet, which is very high. Probably Rs. 1000 would suffice, as it would not be necessary to use old rail fencing every where, and wire fencing with split wire standards

standards only costs Rs.1000 per -
mile.

5. The two overbridges, viz: one for
the road Rs.39,908, and one for foot
passengers to platform Rs.14,916, --
are very heavy items, and an en-
deavour is being made to effect --
economy in them, but in the meanwhile
they must stand.

6. The Rs.77,848 provided for Road
Diversion should go against III (1)
Formation, not V (2) Level crossings.
The rate is high owing to the long-
lead.

7. The estimate provides for new --
Permanent Way at about Rs.17,000 per
mile for materials, and allows for --
the return of 0.68 miles of old --
materials at half price. But not more
than half the 3.123 miles of line --
included in this estimate need be --
first class material, and at least
1½ miles may be second hand material
thus saving about Rs.12,000. A --
separate estimate is attached of the --
cost of Permanent Way for A.B. & C.

8. Similarly the 11 sets old sets --
of Points and Crossings should be --
used and a saving of at least Rs.2000
effected. A separate estimate is --
attached of cost of Station Machinery
for A.B. & C.

9.

15 P
9. The provision of Rs.1866 for Plant
Engineering, in addition to the ordi-
nary equipment of the line appears -
unnecessary. What is enough for the-
existing arrangements will certainly
suffice for the proposed ones, and -
to provide a new equipment is simply
recouping Revenue at the expense of
Capital.

10. The provision for general charges
is excessive, as it includes a com-
plete divisional staff, which is more
than sufficient to look after all --
the works covered by the 4 estimates
Of course any staff specially engaged
for the work is properly charged --
against it, but no share of the gene-
ral Revenue Establishments or Office
expenses should be included, consequent-
ly the provisions for XII (3) "Stores"
should be struck out and that for --
XII (2) Engineering may be divided -
rateably over the four estimates.
Estimate B. South Branch (A.E.D) Double
Line.

11. The remarks made above, regarding
Preliminary expenses Land Plant (Engi-
neering) and general charges apply -
to this estimate also.

12. New Permanent Way is rightly pro-
vided for, but as this line is being
laid

laid in lieu of that now in use between
Voyasarpady junction and Washerman-
pet, a distance of 2266 yards = 1.289
miles, I consider that all the materials
for this length should be charged to
Revenue, which also should be credited
with the value of the materials --
obtained from the existing line as --
has been done in Estimate A. (See --
revised estimate for Permanent Way -
estimates A.B.C.)

Estimate C. Washermanpet junction and
Extension to Rayapuram.

13. The remarks made above regarding
Engineering Plant and general charges
apply to this estimate also.

14. The remarks in para 12 regarding
the Permanent Way material may be -
considered to apply to this short -
length also. (See revised estimate -
for Permanent Way Estimates A.B. & C)
Estimate D. Main line Salt Kotars

to Korukupet.

15. The provision for Preliminary -
expenses, Establishment viz: 1/2 month
at Rs. 1686, is excessive for laying -
out a straight line in open country
and levelling over it and making the,
exceedingly simple estimate. Probably
Rs. 200 is far more than the actual -
cost.

16. Similarly the provision for ---
general

general charges viz: Rs. 14808 for -
less than one mile of simple earth-
work with one 60 feet bridge is --
enormous, amounting as it does to --
13 % on the Indian expenditure. The
scale of Engineering Establishment
provided in Estimate A, should be -
ample for the whole project, and if
it be divided rateably between the
different estimates the proportion-
chargeable to Estimate D amounts to
Rs. ³⁰⁵²~~3283~~ which therefore is adopted.

17. The Permanent-Way provided for-
is the Indian State Railway type of
flatfooted rail on wooden sleepers.

18. Carrying these alterations into
effect the estimates will stand --
thus as per details attached:-

	Capital	Revenue	Madras Railway		Bozwada Madras-Railway	Total
			Capital	Revenue		
A	5,68,534	18,605	78. 4,81,136	18,605		5,88,139
B	~~5,68,732~~	48,613	4,81,334	48,613	87,398	~~5,87,345~~
C	1,35,961	"	"	"	1,35,961	1,35,961
D	~~1,36,192~~	"	"	"	~~1,36,192~~	~~1,36,192~~
	7,04,495	18,605	6 4,99,741		2,23,357	7,23,100
	~~4,04,534~~	~~18,613~~	~~499,947~~		~~2,23,590~~	~~4,23,537~~

Ootacamund,
23/5/96.

E.R.

Abstract of Estimates A. B. C., showing proportion of cost to be

borne by Madras Railway and Bezwada Madras ^{Railway} respectively.

	Figures given by the Agent Madras Railway.			Total	Deductions or addi- tions by Consulting Engineer	Revised Estimate
	A	B	C			
I Preliminary Expenses	236	1135		1371	- 1371	
II Land						
III-Formation						
Earthwork	136113	10346	185	146644	+ 77848	224492
IV Bridges						
Large		44655		44655		44655
Minor	2540		2139	4679		4679
V Fencing	3506	1433		4939	- 2506	2433
Road Crossings	133722	721	9424	143867	- 77848	66019
VII Ballast & Permanent-way						
Ballast	15418	7028	1025	23471		23471
Permanent-way	63334	22727	3998	90059	- 16568	73491
VIII-Stations & Buildings						
Stations Offices	39488		39392	78880		78880
Staff Quarters	4556			4556		4556
Station Machinery	45360		2721	48081	- 2421	45660
IX Plant	1866	838	628	3332	- 3332	
Engineering						
Station & Office Furniture	1852		926	2778		2778
XII-General Charges						
Engineering	16068	12051	8034	36153	- 23137	13016
Stores	1452	1089	726	3267	- 3267	

Allocation
Permanent-way
Station Machinery

Capital
56984
43674
100701

Revenue
10564
2046
18613

Bezwada Madras Railway
Madras Railway

100555 18605

636732
52543
584139
Revenue - 18605
Capital - 56553
Capital Revenue Total
87398 18605 87398 16
487324 18613 498937 498937
568732 18613 587345 587345
568534 18605

Abstract showing expenditure by Bezwada Madras Railway

		Figures given by Agent Madras Railway Estimate D	Deductions on additions by Consulting Engineer	Nett
I	<u>Preliminary Expenses</u>	1,233 ✓	— 643 ✓	590
II	<u>Land</u>	43,873 ✓		43,873 ✓
III	<u>Formation Earthwork</u>	23,309 ✓		23,309 ✓
IV	<u>Bridges</u>	27,685 ✓		27,685 ✓
V	<u>Fencing</u>	2,114 ✓		2,114 ✓
	Road Crossings	4,148 ✓		4,148 ✓
	Mile and Grad- ient <i>Posts</i>	43 ✓		43 ✓
VII	<u>Ballast and Permanent-way</u>	30,072 ✓		30,072 ✓
VIII	<u>Stations and Buildings</u>	450 ✓		450
	Station Machinery			
IX	<u>Plant</u>			
	(1) Engineering	625 ✓		625 ✓
XII	<u>General Charges</u>	14,808 ✓	11,756 — 11,525 ✓	3,052 3,283 ✓
		1,48,360	12,168 — 12,399	1,33,961 1,36,192 ✓
	Add Bezwada Madras portion of A. B. C.			87,398 ✓
	Total Bezwada Madras portion			2,23,359 2,23,590 ✓

27/5/66

Revised Estimate for Permanent-way

Estimates A, B, & C.

A- Main line and sidings = 3.123 miles single line
 B- Double line 0.563 = 1.126 " " "
 C- Single line = 0.17 " " " Miles
 Total A.B.C 4.419

Old line Washermanpet to 1.288
 Vosarpaudy = ~~1.288~~ (a)

Material removed in esti-
 mate A = 0.68

Line laid with new material 2.451
 2.459 Miles
 " " Old " 1.968
 1.969

Cost of material 2.451 miles at 16828 ✓ = 41,228
 " " 1.968 " at 8414 = 16,559

Laying 4.419 miles at 3350/ ----- 14,830
 57,065 57804
 42,225 72,634

Taking up 1.969 miles at 440/ ----- 860
 Total 42,491 73,500

Allocation --	Capital	~~56,624~~	56,941
	Revenue	~~16,564~~	16,559
		73,491	73,500

erm
 23/5/46

Revised Estimate for Station Machinery

Estimates A. B. & C.

- ✓ 25 sets of Points and Crossings required
- ✓ 11 " of these old
- ✓ 14 new sets materials at 372/ --- 5208
- 11 old " " at 186/ --- 2046

258

(a)
Laying 25 sets at 33/ -----

7254
825
~~888~~
~~8242~~

Allocation ---- Capital 6190 6033
---- Revenue 2046 2046
8242 8079

8079

Rs 8079 1121
Rs 10500 - 8242 = 2258 Saving.
Rs 2121

to be made in the
the 100 points
at 186/ each set
at 33/ each set
connected to the
the 100 points

err
27/5/66

7/2

again
READ the followin

Pers. / Please and pms 16/93

Progs: of the Madison } H.S. Inv: 187 R 7 21 ^{St. Henry}
 Cont: P. W. Daple }
 Read also

Letter to the Govt. of } H. No. 817 R of 29 Nov 1915
India P. W. Deptt. }

Letter from Capt. }
Hannaford, head of Ry } - " - " - $\frac{8664}{1108}$ of 17. Surg's
with enclosure -

Letter from the Govt. } 97 R.C. 25 Jan 90
of India P. W. Dept. }
✓

Letter from Agent }
 transfer beacons by }
 enclosure. }

✓ — — — — — $\frac{E697}{118}$ 7 Feb 80

520 7 18 - av -

Letter to the do - do - - - E497 - 24th March

Letter to her -
Letter from do do } - - - - - $\frac{E497}{233}$ } 26th Nov 1866
with enclosure

with the
note by the Consulting
Engineer for Rys. mto } ————— of 23rd May
enclosures

To the Agent & Indemnity Co. Adams Bk
- - - - -
- - - - -
- - - - -
- - - - -
The President & Co.
D.A.R. Will you please
ask D.R. if they can
communicate with
8

The Gov. of India be addressed
over
25/5/6 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla

Copy, the 30th day, 1896.

Sir,

With ref. to correspondence
 bearing all your letter No 97/R
 of 25-1-96 and subsequent

communication. I
 am directed
 to forward for
 your information
 copies of the
 correspondence
 which is in the

Est. depts No 2229 of 12.12.95 from Agent MR 2 Board
 Estimate - - of 3.1.96 from Board 2 Agent
 do - - - - - of 7.2.96 from Agent 2 Cons E.
 " - - - - - of 18.2.96 from Cons E. 1 Agent MR
 " - - - - - of 24.3.96 from Agent 2 Cons E.
 embodied in Progs of the Madras Govt. No 483 R of 30th May 96
~~These figures estimate~~

margin and also four
 hundred estimates for the
 work is

A - Junction Station at Salt Kohn.	R 457719
B - South Bridge AFD (down line)	102023
C - Junction at Warkumput & Kohn to Kohn	56296
D - Main line Salt Kohn to Kohnput.	148360
	<u>R 764398</u>

(2, 20th Nov 96) to be sent to the
 Board of Directors for approval

Note for Press
 Please send
 proof by 15/11

the
of the Extension of the South Coast Line
AFD between S. K. & W. & W. & W.
as well as of the two junction
stations and of the extension of the South
Line into Rayachoti at the Capital
End of the Madras Ry.

(3) The question has arisen in
relation to the State should not
bear at least a portion of the South Coast
line, and the Agent proposes that if
the Govt. make it at their own cost, the
Govt. shall refund to the Co. the original
cost of that portion of the line, ^{B.C.D.} between
Veyaraseppa & W. & W. & W. which it is
proposed to discontinue. The value of the
material obtained therefrom. This ~~estimate~~
~~cost of the~~ part of line is estimated at
some cost Rs 102341, and the value of
the P.W. & other material that can be
utilized is estimated at Rs 14943. So the
difference is Rs 87398 is proposed to
be charged to the State. I am desired
to say that this proposal appears to be
Exceeding the Govt. in Council to 2 Jan
1893, & the Board is in favour of it.

(5) The Commission's decision for
in the Estimates are precisely as agreed
upon by the Committee of 4 Dec. 1893,

(4) As regards the chord line
The Agent has agreed to
construct it on the same
terms as the work agreed to
for the ~~same~~ the Madras.
The section of the Madras
Madras R. It is assumed
that this proposal
will commend itself
to the Govt. of India and
the Agent has accordingly
requested to obtain
the consent of his Board

and the junction station at S. K. & W.
is ~~to be~~ designed with four platforms
so as to keep the three lines (as far

South Line	South	Arkoanam
Single	-	Sumur
Double	-	Rayachoti

margin) each
separate and so
convenient all the
junctions & intervals

to the south of the station. It is
under ~~consideration~~ ^{consideration} however, whether it
would not conduce to economy &
efficiency to make the junction of the
Sumur & Rayachoti lines on the
north of the station, and to reduce
the number of platforms to three
& simplify the junction at the south
end. When this has been settled
the plan devised for use in
subsequent

§ 6 In the memorandum ~~on the~~
~~subject~~ ^{subject} as they stand the two
Estimates in the accompanying Note
criticized in the accompanying Note
by the Com. Eng. in which he permits
not certain alterations and reductions
shall ~~be made~~ ^{be made} in the
~~the~~ ^{the} ~~part~~ ^{part} of the
effect to modify the ~~the~~ ^{the} Estimate
in the defined alteration.
and make the total a further

Reparation to the Madras R.	4,99,741
Berrada. Madras R.	2,23,550
Total	7,23,537
	723,537

and it is not known that the
implications referred to in para (4)
will cause this to be increased. Indeed
it is hoped the will otherwise appear it

7 (X) I am aware that the
 Social Commission has been
 raised figures, & that the work
 may be put in hand as soon as
 possible. The necessary funds

for the ~~Company~~ Company's portion
 have been provided for in the
 Marine Reg Budget for 1896-97.
 but an additional grant is

for margin
 will be required

	R	
Indian grant	2,00,817	
English -	2,01,048	
	22,572	
R	2,23,510	2,23,515

~~for the portion~~
 being in course
 taken for the portion charged to
 the State and I am to request
 that funds to this amount may be
 allocated.

22/5/96

Sp. 484 dated 30/5/96

8 (X) I am to add that it has
 been found that the proposal
 made in para (j) of the recommendation
 of the Committee of 4th 93, cannot
 be carried out effect, as the ~~State~~
~~State~~ available area of the Salt
 Depot will be taken to be required
 by the Salt Department. Consequently space for
 the engine will be required by the Committee
 will be to a further extent. This
 matter will be taken up in due course

29/5

31.5.96

29/5/96

Documents accompanying:
 Report of the Committee
 & 4 estimates

Ref
No 483 I. dated 30/5/20
484