

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 71 R

DATED 24th January

includes 710 R 23.10.95
62 R 23.1.96.

[Despatch Abstract.]

Madras Census Section of the Bezwada-Madras Railway.

Letter to the Government of India forwarding the quarterly progress table in form B. with progress Section for the — for period ending 31st December 1895.

G.O.	No.	Department.	Date.
	710	R	23-10-95
	62	R	23-1-96

G.O.	No.	Department.	Date.

G.O.	No.	Department.	Date.

Despatched 4/38

Form B

Burmada Madras Railway
Ennur Section

Table shewing work done up to 30th September 1895

Chair head of Estimate	Name of work	Ennur Section 8.46 miles	Remarks
I	Survey	1.00	
II	Acquisition of Land	1.00	
	Earthwork	1.00	
	Minor bridges	1.00	
	Pipes	Nil	
	Large bridges	Nil	
	Tunnels	Nil	
III	Level crossings	.90	
	Stake and gradient posts	.75	
	Fencing	.75	
	Electric Telegraph	Nil	
	Ballasting	.00	
IV	Sleeper supply	.50	
	Permanent way supply	.75	
	— do — laying	.25	
	Stations and offices	.75	
V	Workshops & store buildings	Nil	
	Staff quarters	.75	
	Station machinery	.75	
	Plant Engineering	.75	
VI	Plant Locomotive	Nil	
	Plant Carriage and wagon	Nil	
	Station & office furniture	.75	
VII	Steam services	Nil	
VIII	Locomotive erection	Nil	
	Carriage & Wagon erection	Nil	
	Total average	.60	

Probable date of Opening for Traffic? Uncertain
 Probable date for completion of Line? Entirely
 depends on receipt of
 sleepers from
 Burmah

Engineers office
 Ennore Branch
 Rayapuram
 12th Oct 1895

(True copy)
 Sd/ E. W. Stoney
 Offg. Ch. Engr

Form 6
Bexuada - Madras Railway
Cannur Section

Statement shewing Progress made during half
year ending 30th September 1895

Nature of work	Cannur Section 8.46 miles	Remarks
Preliminary Land Formation	Finished All acquired Finished	
Large Bridges	Nil	
Minor Bridges	Finished	
Fencing	All materials collected - 4 miles erected	
Level crossings	All crossings made up. Gates are being erected	
Ballast	Ballast being stacked wherever available	
Permanent way & Plate laying	10,088 sleepers have arrived from Burmah - Permanent way material received except spikes & fish bolts	
Stations and Buildings	Of 5 stations 2 are completed the other 3 are nearly completed. The passenger platforms are made up but are still to gravel	
Staff quarters	Of 5 stations 2 are completed & the other 3 are in progress	
Ferries	Nil	
Rolling Stock	Nil	

Engrs office
Cannur Branch
Rayapuram
12th Oct^r 1895

} (True Copy)

sd/ J. B. Duncan
Engr in charge
Cannur Branch

sd/ E. W. Stoney
Offg. Ch. Engr

(No. II.)
No. 8031

3,000—11-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18th October 1895.

From

The Agent and Manager,
M.R. Coy.

To

The Consulting Engineer for Railways,
Madras.

SIR,

With reference to your telegram of the 8th Instant, I have the honour to forward herewith copies of Form B with diagram and Form C. for the Madras-Ennur Section for the period ending 30th September 1895.

I have the honour to be,
Sir,

Your most obed^t Servant.

(Encls. 3)

Edmund
Agent & Manager.



R. Form No. 12.

No. 710. R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Madras, 23rd October 1895.

SIR,

With reference to para
59 Chapter IV, Volume III
P. W. D Code, I am directed
to forward herewith a copy
of the half yearly narrative
progress report in Form A
accompanied by the quarterly
Progress Table in Form B
(with sections and diagrams)
for the Madras-Emmavur section
of the Bangalore Madras
Railway, for the period end-
ing 30th September 1895.

FM

21/10

R

19-10-95

With the remark that
the great delay appears
to be due to failure of
contractors to deliver
wood sleepers and of
engine contractors to deliver
fastenings with the rails

Documents acc?

Progress reports referred to
with sections & diagrams

Fair despatch in R office on

23. 10. 95

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

Office to ascertain
who is responsible for
non delivery of bolts &
screws

and sleepers!

IR. 19/10
The Board is responsible for
the delay in delivery of bolts &
screws. The delay is due to
the failure of the contractors to
deliver the bolts & screws in
time. The delay is also due to
the failure of the engine contractors
to deliver the fastenings with the
rails in time.

All communications
should be addressed
to the Secretary.

No. 1476 R.C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
Railway Construction.

To

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

Calcutta, the 27th November 1895.

Sir,

With reference to your letter No. 710 R., dated 23rd
October 1895, forwarding the progress report of the Madras
Ennur Section of the Bezwada Madras Railway for the period
ending 30th September 1895, I am directed to request that
a report may be furnished for the information of the
Government of India as to the backward state of the supply
of permanent way.

I have the honour to be,

Sir,

Your most obedient servant,

G. A. Anderson
Assistant Secretary.

Documents accompanying:-

Nil.

B.C.

B/-

No. 710 R. dated 23.10.95

re. 25/10

A.W.
Agent M. B. for Agent
25/11/95

P. H. CURRENT No. 9543

Ans: 2.12.55

P. H. Current No. 9543

No 3842

2.12.95

Copy forwarded

to the Agent & Managers

Madras Railway for

report with reference

to his letter No. 8031 D

of 18. Oct 1895. - 929

Remuneration

No 3842 of 8.1.95

W/ 8/1

Issued 9/96

W/ 2/12

W/ 2/12

W/ 2/12

W/ 2/12

Form B.
Berwadamadras Railway
Ennur Section

Table showing work done up to 31st December 1895.

Main Head Estimate	Name of Work	Ennur Section 8.46 mls	Remarks
I	Survey	1.00	
II	Acquisition of land	1.00	
	Earthwork	1.00	
	Minor Bridges	1.00	
	Pipes	1.00	
	Large bridges	Nil	
III	Tunnels	Nil	
	Level Crossings	0.90	
	Mile and Gradient posts	1.00	
	Fencing	0.90	
	Electric Telegraphs	1.00	
	Ballasting	0.50	
IV	Sleeper supply	0.80	Station ga incomplete
	Permanent Way supply	1.00	
	do do Laying	0.90	Station ga incomplete
	Stations and offices	0.90	
V	Workshops & Store buildings	Nil	
	Staff quarters	0.90	
	Station machinery	0.90	
	Plant Engineering	1.00	
	Plant Locomotive	Nil	
VI	Plant Carriage & Waggon	Nil	
	Station & office furniture	0.90	
VII	Steam furies	Nil	
	Locomotive Erection	Nil	
VIII	Carriage & Waggon Erection	Nil	

Total average 0.92.

Probable date of opening for Traffic 1st March 1896

Probable date of completing the line 15th Feb 1896

Asst Engr. office } Inspectors
Ennur Branch } 189 H. West
Rayapuram 31/12/95 } Chief Engr. }
189 for other Asst Engr.

(No. II.)
No. 8031
13

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 9th January 1896

From

The Agent and Manager.

M. R. Co.

To

The Consulting Engineer for Railways.

SIR,

Madras.

I have the honour to forward -
herewith copy of Progress Table in Form B
with diagram for the Madras - Ennur
section for the Quarter ending 31st December
1895.

I have the honour to be,

Sir,

Your most obedient servant.

Edmund

J^r Agent & Manager

(2 encls.)



MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated
188

Recd.

No.

N^o C7.

Madras Railway Company,
Chief Engineer's Office,
Madras, 6th January 1896.

The Agent and Manager.

Dear Sir,

With reference to your endorsement on Consulting Engineer's N^o 3842 of 2nd ultimo on the communication N^o 1476 D.C. of 27th November 1895 from the Government of India in regard to the backward state of the supply of the Permanent Way materials for the Madras Ennur Line, I beg to offer the following explanation.

1. The sanction of the Government of India to the construction by the Madras Railway Company of this section was communicated to this Office on the 22nd November 1894.

2. On 29th November 1894 the Consulting Engineer for Railways, Madras, enquired by telegraph of the Director General of Railways, Calcutta, if the requisites 10 miles of rails and fastenings (of the State Railway pattern) could be diverted from home shipments, or whether an indent for these materials should be forwarded to England for compliance.

3. No material being available in India, on the 17th December 1894 the Agent and Manager

received

2
received from the Consulting Engineer an indent prepared by that Office for rails and fastening, for transmission to the Company's Board of Directors with a request that the Board be asked to obtain from Sir A. Rendel, Consulting Engineer to Government of India, the drawings and templates of the rails, &c. with a view to their being supplied strictly in accordance with the type adopted on the East Coast (State) Railway.

4. The indent was verified in this Office and duly submitted (with 4 copies) for the Consulting Engineer's sanction on 21st December 1894, with the request that the very early shipment of the material might be arranged.

5. The sanction of the Consulting Engineer to the indent was communicated to this Office on 14th January 1895 and the indent duly forwarded to the Board. The materials were despatched in 3 shipments which reached Madras in 8th August 1895, 30th August 1895 and 28th October 1895, the last including the fish bolts and spikes, in the manufacture and delivery of which there appears to have been some unavoidable delay.

6. As regards the supply of Pynkadoo sleepers from Burmah, considerable difficulty was experienced

3

experienced owing to the very great demand for this description of timber sleeper and an inopportune legal injunction on the Contractor who undertook to supply them. Enquiries moreover on the West Coast failed to elicit any satisfactory results.

7. On 1st December 1894 or 10 days after the receipt in this office of the order of the Government of India, sanctioning the construction of the Inner Section Messrs Gillanders Arbuthnot & Co. the Company's timber agents at Rangoon, were requested to quote a rate for the supply of 18,500 pynkadoo sleepers delivered at Rayapuram Yard. They telegraphed on 12th December 1894 that they would make enquiries and communicate further.

8. On 21st December 1894 Mr. Brown, timber merchant Calcutt, was asked if he could supply 18,500 pynkadoo (or Erool) sleepers in 3 monthly instalments by 31st March 1895, but he replied that he was unable to deliver any portion of the sleepers within even the last date specified.

9. On 10th January advantage was taken of the Company's representative (Mr. Morse) being in Burmah where he had been deputed to purchase teak timber, to also purchase 20,000 pynkadoo sleepers for delivery at Madras in 3 monthly instalments by 30th April 1895.

on

10. On 22nd January 1895 Mr. Morse telegraphed that the sleepers could not be supplied and delivered at Madras in less than 4 monthly instalments the last delivery being effected by the middle of July 1895, at the rate of Rs 4.12.0 per sleeper.

11. On 25th January 1895 Mr. Morse was requested to ascertain if the whole number (20,000) of the sleepers could be delivered by the end of May 1895 if the rate were enhanced to Rs 5/- per sleeper.

12. On 26th January 1895 Messrs. Gillanders Struthers & Co. were pressed for their promised further reply but no communication was received from them.

13. On 29th January 1895 Mr. Morse was authorised to close with the Contractor who offered to supply the whole of the sleepers by the end of May and to inform him that payments would be made in any way he required.

14. On the 18th February 1895 advice was received from Mr. Morse that as he was returning to Madras he had entered into a Contract with Mr. V. P. J. Reddiar of the Okpo Saw-mills to supply the 20,000 sleepers by the end of May 1895 at Rs 4.12.0 per sleeper. In the contract was entered a clause to the effect that failure to complete the contract

- contract satisfactorily would involve the forfeiture of the accumulated 5 per cent retention moneys withheld at each payment.

15. On 22nd May 1895 intimation was received that Mr. Reddiar being under other obligations had been restrained by an injunction from the Recorder of Rangoon (obtained by the Bombay and Burmah Trading Corporation) from supplying the sleepers for the Ennur Section; Mr. Reddiar however explained that he was making an appeal to the High Court at Calcutta and that the delivery of the sleepers as stipulated would not be interfered with.

16. On 31st May 1895, inasmuch as only 2,436 sleepers had been received from Mr. Reddiar and there appeared no prospect of the balance being delivered from some months his contract was cancelled and Messrs. Gillanders Arbuthnot & Co. were requested to supply the remainder.

17. On 19th July 1895 arrangements were made with Messrs. Gillanders Arbuthnot & Co. to supply the balance of 12,000 sleepers - the whole to be delivered by the end of December 1895.

18. Up to the 14th December a total of 18,840 sleepers had been received out of which 100 have been rejected.

19. From the foregoing particulars, it will be observed that in regard to Permanent way materials such as rails, &c. compliance with the indent on England, could not be secured in less than 9 months for it is presumed that advertising for tenders and their final disposal occupied some time. Secondly with reference to timber sleepers from Burmah, the demand for them is so enormous that at least 12 months previous notice would appear to be necessary to obtain a supply of even 20,000 at a reasonable price, and the absence of facilities for regular shipment to Madras adds to the difficulty. At the same time it is to be regretted that the Indian Midland Railway type of cast iron pot sleepers designed for a flat footed rail was not adopted for the Enner Section. Although their initial cost is greater, they are in the opinion of this Office infinitely preferable to the pynkadoo sleeper, inasmuch as they can be readily manufactured either in India or in England and their adoption would have expedited the completion of this section which cannot now be opened for traffic until 1st March 1896.

The

7
The delay however, although disadvantageous in some respects will have secured the consolidation of the earthwork, as the recent severe monsoon has caused the banks to subside in many places, and it is very desirable that this should take place before the fast train service provided for the section has been permanently introduced.

Yours faithfully
(Sd) Henry C. West,
Chief Engineer.

/ True copy /

Wm S M V S
Agent & Manager.

Condense this report
to a few lines and
omit last para
JH 10/1

attch

1 242 36
80319
AM 38 17/1-96

(No. II.)
No. 80319
38

5,000-11-11-95.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 16th January 1896.

From

Two current
The Agent and Manager,
M. R. Coy.

To

The Consulting Engineer for Railways,
Madras.

SIR,

With reference to your endorsement No. 3842 dated 2nd December 1895, I have the honour to forward for the information of Government copy of a report from the Company's Chief Engineer as to the delay in the supply of Permanent way for the Madras - Ennur Section of the Bezwada-Madras Railway.

I have the honour to be,
Sir,

Your most obedt. Servant.

Wm. S. M. S.
Agent & Manager.

Enc/mo.

the Consulting Engineer
for Railways Madras on
4th January 1895 was for-
warded to the Board of Di-
rectors for compliance
the materials produced
Madras on 8th August 30th
August & 28th October 1895.

On the 1st & 21st Decr. 94
attempts were made to
procure punkads sleepers
from Contractors at Rangoon
scarcely but to no purpose.
On 10th January 1895 nego-
tiations were made by the
Company's representative
who was then at Rangoon
with a native contractor
for the supply of 20,000
sleepers at Rs 4-12-0 per
sleeper but this contract
fell through in May 1895
after only 2436 sleepers
had been supplied. Messrs
Gillanders & Robertson
timber agents at Rangoon
were asked to take up the
contract with the result that
up to 1st Decr 1895, 18,840 sleepers
were procured.

Documents accd.

7th 11

29/1 2nd

R. Form No. 12.

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta

24th January 1896.

SIR,

With reference to
para 69, Chapter IV Vol.
III of the P. W. D. Code, I
am directed to forward
herewith the quarterly
Progress Table in Form
B, with progress section,
for the Madras Sum-
mation of the Bangalore-
Madras Railway for the
period ending 31st Decr 1895.

Documents accd.:-

(1) Progress Table in form B

(2) — — — section

Forwarded in R. office
on 24.1.96

not to be the M. D. have
replied to 1476 RC of

2/95

11/96

7th 447

Bl-
No 71. Dated 24.1.96

for
work

29/1