Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 71/R

DATED 24th January

includes 710 R Dy 23.10.95
62 R. Dy 23.1.96.

[Despatch Abstract.]

Madras-Ennur 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.

Indexed.

[P. W. Ry.
1,000—11-8-99.]

BACK PAPERS.

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

FURTHER PAPERS.

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

Telephone Message.

From ER
To AM

Please send early Progress Table (Form B) with Sections and diagrams and Narrative Progress Report (Form C) for Madras-Ennore Section for the period ended 30th September 1895.

J.D.T.
for ER
7-10-95

[illegible]
8/10

Despatched 4/35

BACK PAPERS

Form B

Bezwada Madras Railway

Ennur Section

Table shewing work done up to 30th September 1895

Main head of Estimate	Name of work	Ennur Section 8.46 miles	Remarks
I	Survey	1·00	
II	Acquisition of Land	1·00	
III	Earthwork	1·00	
	Minor bridges	1·00	
	Pipes	1·00	
	Large bridges	Nil	
	Tunnels	Nil	
	Level crossings	·90	
	Mile and gradient posts	·75	
	Fencing	·75	
	Electric Telegraph	Nil	
IV	Ballasting	·00	
	Sleeper Supply	·50	
	Permanent way Supply	·75	
	——do—— laying	·25	
V	Stations and offices	·75	
	Workshops & Store buildings	Nil	
	Staff quarters	·75	
	Station machinery	·75	
VI	Plant Engineering	·75	
	Plant Locomotive	Nil	
	Plant Carriage and wagon	Nil	
	Station & office furniture	·75	
VII	Steam ferries	Nil	
VIII	Locomotive Erection	Nil	
	Carriage & Wagon erection	Nil	
	Total average	·60	

Probable date of Opening for Traffic }
Probable date for completion of Line } Uncertain entirely depends on receipt of Sleepers from Burmah

Engineer's office
Ennore Branch
Rayapuram
12th Octr 1895

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

Form C

Bezwada - Madras Railway

Ennur Section

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

Nature of work	Ennur Section 8·46 Miles	Remarks
Preliminary	Finished	
Land	All acquired	
Formation	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
Ennur Branch
Rayapuram
12th Octr 1895

(True Copy)

Sd/ J. B. Duncan
Engr in charge
Ennur Branch

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

(No. II.)

No. 8031/1

929

5,000—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 Obedt. Servant,

(Enclos: 3)

for Agent & Manager.

C. No. 4505
Recd. 19.10.95

929

C1692/95

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 & spikes and sleepers!

E.R. — FM 19/10

The Board is responsible for the delay in the delivery of bolts & spikes (page [illegible] 8-8-95) & the [illegible] No. 772 d/ 29 [illegible] for delay of contractors in delivering of sleepers (Footnote to Progress report for 30 Septr 1895.

[illegible] 21/10

R. Form No. 12.

B/-

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 C accompanied by the quarterly Progress Table in Form B (with sections and diagrams), for the Madras-Ennur section of the Bezwada Madras Railway, for the period ending 30th September 1895.

With the remark that the great delay ~~appears~~ is ~~to be~~ due to failure of a [illegible] contractor to deliver wood sleepers and of Empire contractors to deliver fastenings with the rails

Documents acc.?
Progress reports referred to with sections & diagrams

Fair desp'd in R office on 23.10.95

FM 21/10

R 19-10-95

B/o

No. 710 R. dated 23.10.95

[illegible]

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 ,
Sir,
Your most obedient servant,

G. A. Anderson
Assistant Secretary.

Documents accompanying:-
Nil.

A.W.

Agent M. R. for report

[illegible] 2/12

B.C.

P. W. CURRENT No. 9543

Recd: 2.12.95

P. W. Current No 9543

No 3842
2.12.95

Copy forwarded to the Agent & Manager Madras Railway for report with reference to his letter No. 8031 I / 929 of 18 Octr 1895. –

FHF 2/12

pr ER.

Reminder No. 3842/1 of 8.1.96. 8/1

8/1

Issued 9/1/96

VR 2/12

Asst Engr

Form B.

Bezwada Madras Railway

Ennur Section

Table showing work done up to 31st December 1895.

Main Head Estimate	Name of Work	Ennur Section 8.46 miles	Remarks
I	Survey	1.00	
II	Acquisition of land	1.00	
III	Earthwork	1.00	
	Minor Bridges	1.00	
	Pipes	1.00	
	Large bridges	Nil	
	Tunnels	Nil	
	Level Crossings	0.90	
	Mile and Gradient posts	1.00	
	Fencing	0.90	
	Electric Telegraph	1.00	
IV	Ballasting	0.50	
	Sleeper supply	0.80	Station ya incomplete
	Permanent Way supply	1.00	
	do laying	0.90	Station ya incomplete
V	Stations and offices	0.90	
	Workshops & Store buildings	Nil	
	Staff quarters	0.90	
	Station machinery	0.90	
VI	Plant Engineering	1.00	
	Plant Locomotive	Nil	
	Plant Carriage & Waggon	Nil	
	Station & office furniture	0.90	
VII	Steam ferries	Nil	
VIII	Locomotive Erection	Nil	
	Carriage & Waggon Erection	Nil	
	Total average	0.92.	

Probable date of opening for Traffic . . . 1st March 18

Probable date of completing the line . . . 15th Feby 18

Asstt Engrs. office
Ennur Branch
Rayapuram 31/12/95

True Copy
Sd/ H C West
Chief Engr:

Sd/ F. W. Otter
Asstt Engr

(No. II.)
No. 8031
13

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
Madras, 9th January 1896

10/1

From

The Agent and Manager.
M. R. Co

[illegible] 10/1

To

The Consulting Engineer for Railways.
Madras.

SIR,

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,

A Edwards

(2 Encls:)

for Agent & Manager

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

No C7.

The Agent and Manager.

Dear Sir,

With reference to your endorsement on Consulting Engineer's No 3842 of 2nd Ultimo on the communication No 1476 R. 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 requisite 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

S. No. 124
Recd. 10/1/96

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

received from the Consulting Engineer [illegible] indent prepared by that Office for [illegible] for transmission to the Company's Board of Directo with a request that the Board be asked to obta from Sir A. Rendel, (Consulting Engineer to Governm 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 C. (State) Railway.

4. The indent [illegible] verified in this Offi duly submitted (with 4 copies) for the Consulting Engineer's sanction [illegible] 21st December 1894, with the request th the very early shipment of the material might be arranged.

5. The sanction of the Consulting Engineer [illegible] the indent was communicated to this office on [illegible] January 1895 and the indent duly forwarded to the Board. The materials were despatched in 3 shipments which [illegible] August 1895, 30th August 18[illegible] 28th October [illegible] 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, cons[illegible] difficulty was expe

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 Ennur 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 Calicut, 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 189[illegible] [illegible] telegraph[illegible] that the sleepers could not be supplied [illegible] delivered at Madras in less than 4 monthly instalme[illegible] the last delivery being effected by the middle of July 1895, at the [illegible]

11. On 25th January 1895 Mr Mo[illegible] [illegible] requested to [illegible] if the whole number [illegible] of the sleepers could be delivered by the [illegible] of May 1895 if the rate [illegible] to Rs5/ per sleeper.

12. On 26th January 1895 Messrs Gillanders Arbuthnot & Co we[illegible] pressed for their [illegible] further reply but no communication wa[illegible] from them

13. On 29th January 189[illegible] Mr Morse was authorised [illegible] close with the [illegible]tractor who offered to supply the whole of the sleep[illegible] May [illegible] to info[illegible] that [illegible] rays [illegible] [illegible] [illegible]

14. On the 1[illegible] [illegible] received from Mr Morse that [illegible] to Madras he had [illegible] Mr V. P. T. Reddiar of the Okpo Saw [illegible] supply the 20,000 sleep[illegible] by the end of May 1895 at Rs4.12 [illegible] sleeper. In the contract was entered a clause to th[illegible] that fai[illegible] [illegible]plet[illegible]

Contr

contract satisfactorily would involve the forfeiture of the [illegible] lated 5 percent retention moneys withheld [illegible] each pay[illegible]

15. On 22d May 1895 intimation was received that Mr. Reddiar b[illegible] other obligations had been restrained by an injunction from the Recorder of Rangoon (obtained by the Bombay and Bu[illegible] Trading Corporation) from supplying the sleepers for the [illegible]. Mr Reddiar however explained that he was making an appeal to the High Court Calcutta and that the [illegible] would [illegible]

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

17. On 19th July 189[illegible] arrangements were [illegible] with Messrs. Gillanders Arbuthnot & Co. to supply the balance of 12,000 sleepe[illegible] whole to be delivered by the end of December 1895.

18. Upto to the 14th December a total of 18,840 sleepers had been received out of which 110 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 Ennur 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

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)

Agent & Manager.

Condense this report
to a few lines and
omit last paras
FRL 20/1

1 TO 242 1896

LETTER No. 80319/38 17-1-96

FROM AM

JHS 17/1

(No. II.)

No. 8031/38

5,000—14-11-85.

MADRAS RAILWAY.

Two currents

AGENT AND MANAGER'S OFFICE,

MADRAS, 16th January 1896.

From

The Agent and Manager, Await GM on return JHS 17/1

M.R. Coy.

To

The Consulting Engineer for Railways,
Madras.

SIR,

With reference to your endorsement No. 3842 dated 2d 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.

Agent & Manager.

Enclosure.

the Consulting Engineer for Railways Madras on 4th January 1895 was forwarded to the Board of Directors for compliance & the materials reached Madras on 8th August, 30th August & 28th October 1895.

On the 1st & 21st Decr. '94 attempts were made to procure pynkadoo sleepers from Contractors at Rangoon & Calicut but to no purpose. On 10th January 1895 negotiations 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 Arbuthnot & Co timber agents at Rangoon were asked to take up the contract with the result that up to 11th Decr 1895, 18,840 sleepers were received.-

FMU 21

Documents accd.

B/-

No. 62 R. dated 23.1.96

No. 71 R of 24-1-96.

29/1

W.R.

R. FORM No. 12.

No. 71 R

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 Gummidipundi section of the Bezwada Madras Ra[illegible] for period ending 31st Decr 1895.

[illegible] [illegible] applied

Documents accomp:-

(1) Progress Table in form B

(2) — " — Section

[illegible] in R. office on 24.1.96

FMU 24

B/-
No. 71. R dated 24.1.96