Public Works (1899) Department.

/

RAILWAY BRANCH.

G.O., No. 1207. Ry

DATED 25th Octr 1899.

Includes G.O. No. 985-86 Ry d/ 4-9-99

Proof

80/2

Defer

[illegible]

[Despatch Abstract.]

Additions & Alterations to the sidings, &c at Arkonam Station, Madras Railway.

Communicating to the Agent, a letter from the Govt of India sanctioning an estimate amounting to Rs 1,12,506, of the cost of certain —

[P. W. Ry. / 190—45 9-99.]

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

G.O., No. 1207 Ry., 25th October 1899.

OCTOBER.

No 3759 of 7/12/89
Stt. form to C.R.

Arkonam Station, Madras Railway

Communicating to the Agent and Manager, Madras Railway Company, the sanction of the Government of India to the estimate, amounting to Rs. 1,12,506, of the cost of certain additions and alterations to the sidings, etc., at —.

BACK PAPERS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 9th December 1895, No. E. 510/1082.

I have the honour to forward herewith an estimate, with plan No. 3533, for the proposed locomotive sidings, etc., at Arkonam and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 14,965, chargeable to Revenue.

2. This forms part of the scheme for the improvement of the station yard at Arkonam, but until the present engine shed is demolished and new ground chosen for the shed, we cannot proceed with other changes.

3. The yard is generally cramped and badly laid out and the north platform is inconveniently narrow. This is all the money we can afford to spend in changes, however, this year.

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

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 18th December 1895, No. 4083.

With reference to your letter No. E. 510/1082, dated 9th December 1895, submitting an estimate for the proposed locomotive sidings at Arkonam, I have the honour to forward herewith a note (with estimate) thereon by the Examiner, Railway Accounts, and to request the submission of a complete estimate providing for all changes contemplated in the scheme for improving the station yard.

Office-note from—The Examiner, Railway Accounts, Madras.
To—The Consulting Engineer for Railways, Madras.
Dated—16th December 1895.

As the estimate does not provide for all changes contemplated in the scheme for improving the station yard at Arkónam, the Agent and Manager should be asked to submit a complete estimate irrespective of the year in which outlay will be incurred. In the present estimate the total should be reduced by any timber, etc., removed from the old engine pit, etc., and not used on the new works.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 26th August 1896, No. E. 510/746.

Referring to your letter No. 4083 of the 18th December last, I have the honour to forward herewith, in duplicate, a comprehensive estimate and plan (No. 3665) of the proposed alterations and additions to sidings, etc., at Arkonam and to request that the sanction of Government may be conveyed to me for the required outlay Rs. 1,27,224, chargeable in the proportion of Rs. 91,546 to Capital, and Rs. 35,678 to Revenue.

2. An extract (paragraph 13) from the Board's letter No. 935, dated the 24th April 1896, communicating their approval of the above work is enclosed for your information.

3. Information as to provision in the budget and date on which sanction will lapse is given on the estimate.

Extract from a letter from—The Secretary, Madras Railway Company.
To—The Agent and Manager, Madras Railway Company.
Dated—London, 24th April 1896, No. 935.

The comprehensive plan referred to in paragraph 8 of No. 2243 of the proposed alterations and additions to the sidings, etc., at Arkonam station, estimated to cost Rs. 1,27,224 has been considered by the Board. The reasons adduced seem to justify the work being undertaken, and I am therefore to convey the Board's approval of the scheme being submitted for the sanction of Government. As to the suggestion that the cost of the contemplated alterations should be extended over six years, I am to say that it may be found inconvenient to limit the expenditure in any one year to Rs. 20,000, and the extension of the works over so long a period seems neither desirable nor economical.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 28th September 1896, No. 3068.

With reference to your letter No. E. 510/746, dated 26th August 1896, I have the honour to request the favour of being furnished with a plan of Arkonam station yard as it exists, to the same scale as the one which was forwarded with your letter under reply.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 17th October 1896, No. E. 510/916.

In compliance with the request contained in your letter, No. 3068 of the 28th ultimo, I have the honour to forward herewith a plan (No. 573, Mis.) of Arkonam station yard as it exists, drawn to the same scale as the comprehensive plan forwarded with my letter No. 746 of 26th August 1896.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 27th November 1896, No. 3786.

With reference to your letter No. E. 510/746, dated 26th August, I have the honour to observe that it would appear to me that a more economical design could be got out whereby the dismantling of the engine and carriage sheds could be avoided, and a considerable expenditure on additional permanent-way saved.

2. I am not at present convinced as to the necessity for the large increase in the length of siding accommodation.

The nature of the shunting and marshalling that takes place should be explained, and if possible figures should be given showing the average number of wagons dealt with during, say, the last two months, that is, wagons passing from the North-west line to South-west line, *vice versa*, and wagons detached at Arkonam for local and transhipping traffic. I should also like to be informed as to whether the amount of shunting has increased so much of recent years as to warrant this expenditure, for apparently the work has up to now been got through without unnecessary delays.

At the same time I am prepared to admit that, by remodelling, the yard could be more conveniently arranged.

3. I should be glad to know the present width of the N.W. platform, and also, for comparison, that of the S.W. platform which I presume is already wide enough.

4. No explanation is offered as to the necessity for dismantling and rebuilding the European latrine. I request the omission may be furnished.

5. Reviewing the whole scheme I am of opinion that an equally convenient yard could be designed at a cost of about Rs. 70,000.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 17th March 1897, No. E. 510/249.

With reference to your letter No. 3786 of 27th November 1896, in which it is stated that a more economical design could be prepared in regard to the alterations and additions to the sidings at Arkonam, forwarded with my letter No. E. 510/746 of 26th August 1896, and estimated to cost Rs. 1,27,224, I have the honour to submit the following observations.

1. The original plan represents the comprehensive scheme for improving this station yard under a complete estimate providing for all changes which can at present be foreseen, as requested in your letter, No. 4083 of 18th December 1895. The scheme was accordingly most carefully prepared by the Traffic Manager, Chief Engineer, and Acting Locomotive Superintendent, and I wish to add that every feature was discussed conjointly by these officers on the ground.

2. One of the main objects of remodelling the sidings was to secure, at the west end of the yard, direct access from the South-west line to the North-west line platform, and from the North-west line to the South-west line platform, while still preserving the existing means of direct communication between the South-west line and North-west line and their corresponding platforms.

Another was to introduce shunting sidings so that shunting might be discontinued on the main lines.

A further object was to provide ample siding accommodation for marshalling trains, and affording standing room for loaded wagons and empties.

3. The curve of the North-west line platform siding, immediately after it takes off from North-west main line (outermost points), is at present very sharp and the alterations at this portion of the yard secure the substitution of a curve of larger radius which was considered very desirable.

The present position of the engine shed, situated as it is in the centre of a large yard with traffic sidings on each side of it was considered most objectionable and its removal with the requisite locomotive sidings to a new site as shown on the plan, was accordingly decided upon.

The present carriage shed also seriously interfered with the new sidings, and its removal was indispensable. Its new position as shown on the plan, although not completely satisfactory, is the best that commended itself as the most convenient for housing spare stock.

4. In regard to the necessity for the additional siding accommodation, I desire to point out that the total useful length of traffic sidings, exclusive of the North-west platform line, which is taken as the main line through the yard, is 9,350 feet. The Acting Traffic Manager states that "stabling room for a minimum of 250 wagons is required as well as marshalling space and standing room for some trains at a time. The 250 wagons require 6,000 feet of line to accommodate them, and this will therefore only leave 3,350 feet for the other purposes named, from which must be deducted the South-west platform line and the through sidings on both sides of the station. It is obvious therefore that the accommodation provided is the minimum that we can do with."

5. The Acting Chief Engineer prepared two alternative schemes by which it was thought possible to modify the design so as to meet your views. These were considered at a meeting of officers; but they did not commend themselves inasmuch as in one no access was provided from the South-west line platform to the North-west line, and from the North-west line platform to the South-west line, which condition is imperative; and in the other this access was only provided by means of very dangerous diamond crossings, and engines could not proceed from the engine shed to the engine turntable without fouling the traffic lines. In the opinion of the Company's Traffic Officers an alteration in the existing state of things at Arkonam is urgently called for, and no alternative scheme which has been suggested appears to be practicable at any saving of cost over that already put forward; and this view I unhesitatingly support.

6. In regard to paragraph 3 I would point out that both the South-west and North-west platforms are inconveniently narrow. The former is only 17′ 10″ wide, but cannot be widened owing to want of space; the latter is only 17′ 0″ wide, and advantage was taken of the remodelling of the sidings to widen this by adding to it the space occupied by the siding contiguous to it, and this extra width was considered absolutely essential.

7. The European latrines were removed as they are found to be too close to the refreshment rooms, which is obviously objectionable, and the proposal to rebuild them in a new site further away met with general approval. The roof, moreover, could be raised and utilized for a signal cabin.

8. Finally I wish to urge that the present condition of the yard at Arkonam, opened as a junction 36 years ago, is far too cramped to enable the Company to cope efficiently with the traffic which has now to be dealt with at this important station. I trust that, under the foregoing explanations, you will agree with me that the scheme, as originally submitted, should be carried out in its entirety. I further request that the alterations in the Locomotive portion of the yard, which instalment of the scheme it is intended to complete this year, may no longer be delayed, and it is hoped that early sanction will now be accorded to the original project.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 13th August 1897, No. 2645.

I have the honour to acknowledge the receipt of your letter No. E. 510/249, dated 17th March 1897. The bulk of the goods traffic passing through Arkonam is presumably made up in through trains, so that the only traffic for which marshalling, sorting, or stabling sidings are required is North-west to South-west, *vice versa*, and local traffic.

2. The accompanying design prepared in this office seems to me to afford sufficient accommodation and convenient facilities for dealing with the above traffic, and as its adoption would result in a saving of Rs. 50,000 on the estimate forwarded with your letter No. E. 510/746, dated 26th August 1896, I forward it for your careful consideration.

3. As regards the under-noted paragraphs of your letter, I would remark as follows:—

Paragraph 2.—All these requirements are provided.

Paragraph 3.—The curve has been improved. The position of the shed is convenient and not in the way. The carriage shed is not disturbed.

Paragraph 4.—Three hundred and sixteen wagons can be accommodated, leaving five through lines or loops including platform lines available for receiving and stabling 6 trains, totalling 260 wagons.

Paragraph 5.—The design put forward shows how these difficulties have been overcome.

Paragraph 6.—The widening of the platform is not necessary, as there need seldom be large crowds of passengers on the Arkonam platform, once the plague operations have ceased, as nearly all passenger trains are through trains. The narrow platforms too extend to only about half the length of the station.

Paragraph 7.—I do not think this work necessary.

4. A comparative estimate of the two schemes is subjoined:—

—		Madras Railway estimate.	Consulting Engineer estimate.	Difference (saving).
		RS.	RS.	RS.
Alterations to sidings		15,000	15,000	..
Additions to sidings		65,000	22,000	— 43,000
Length of existing lines in station yard	ft. 36,366			
,, including 2,244 additional feet as per Consulting Engineer's proposal	,, 38,610			
,, including 6,600 additional feet as per Madras Railway Company's proposal	,, 42,966			
Widening platform		3,000	..	— 3,000
Extension of south platform		1,100	1,100	..
,, of tranship platform		1,100	1,100	..
Rebuilding carriage shed		5,000	..	— 5,000
,, European latrines		1,000	..	— 1,000
Extension of footbridge		6,200	..	— 6,200
,, of 9-ft. culvert		3,200	5,000	1,800
New ashpit East end		900	..	— 900
Rebuilding engine shed and pits		15,800	..	— 15,800
,, blow off pits		1,300	..	— 1,300
New 6-ft. culvert at mile 43/3		3,300	3,300	..
,, 6-ft. girder depot siding		600	600	..
Drain		800	800	..
Rebuilding fuel stage		400	400	..
,, Inspector's bungalow		2,100	2,100	..
Earthwork under marshalling sidings and new local goods-shed, about 20 lacs of cubic feet at Rs. 7-8-0		*Nil.*	14,600	14,600
Shifting turntable		*Nil.*	2,500	2,500
New goods-shed		*Nil.*	2,500	2,500
Rebuilding accident stock shed, etc.		1,400	..	— 1,400
Total Rs.		1,27,200	71,000	56,200

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 14th June 1899, No. E. 510/689.

With reference to the correspondence ending with your letter No. 2645, dated the 13th August 1897, I have the honour to forward herewith, in duplicate, an estimate, with plan No. 3665 D., for the proposed alterations and additions of sidings at Arkonam, and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 1,12,506, chargeable in the proportion of Rs. 87,493 to Capital and Rs. 25,013 to Revenue.

2. This estimate is in substitution of the one submitted with this office letter No. E. 510/746 of the 26th August 1896. It is a comprehensive scheme which will be gradually worked to. It embodies and provides for all the additions and alterations considered necessary for improving the station yard. I shall be glad to know if you approve of the comprehensive estimate as now submitted, and whether you will obtain sanction for it as a whole, or if you desire that separate estimates be submitted from time to time for portions of the scheme.

3. Information as to provision in the budget and date on which sanction will lapse is given on the estimate.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 27th June 1899, No. 1998.

With reference to your letter No. E. 510/689, dated 14th June 1899, submitting a revised estimate amounting to Rs. 1,12,506, for the proposed alterations and additions of sidings at Arkonam, I have the honour to remark as follows:—

Platform ashpits.—The original cost of each pit is stated as Rs. 100, whereas the new ashpits are to cost Rs. 900 each. In view of the large difference, please state whether the original cost has been correctly stated.

Widening platform.—As the present platform has the same length of face wall which is merely shifted forward in position, the cost of excavation and masonry with contingencies thereon should be allocated to Revenue and not to Capital.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 10th July 1899, No. E. 510/835.

In reply to your letter No. 1998 of the 27th ultimo, I have the honour to offer my explanation as follows:—

Platform ashpits.—Four new 60-ft. ashpits are proposed to be built at Arkonam at an outlay of Rs. 900 each, viz., Rs. 3,600 for the four, debitable Rs. 3,200 to "Capital" and Rs. 400 to "Revenue."

The debit to Revenue is on account of two blow off pits 20 feet long, which originally cost Rs. 400, having to be demolished. This amount has been divided equally between the Revenue portion of the estimate, viz., Rs. 100, for each of the four ashpits.

Widening platform.—The present platform wall cannot be conveniently removed and therefore an entirely new wall has been estimated for, and this is a substitution which is properly chargeable to Revenue. The excavation is also chargeable to Revenue.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 19th July 1899, No. 2221.

With reference to your letter No. E. 510/835, dated 10th July 1899, I have the honour to forward the accompanying extract from a note by the Examiner, Guaranteed Railway Accounts, Madras, and to request that the accompanying estimate (received with your No. 689, dated 14th June 1899), may be revised accordingly.

From—The Examiner, Guaranteed Railway Accounts, Madras.
To—The Consulting Engineer for Railways, Madras.
Dated—12th July 1899.

The Agent and Manager admits that the cost of the platform wall and excavation estimated for under "widening platform" is chargeable to Revenue and not to Capital, but no alteration has been made in the estimate itself, for which purpose it may be returned to that officer.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 9th August 1899, No. E. 510/975.

With reference to your letter No. 2221, dated the 19th July 1899, I have the honour to return herewith the estimate in duplicate for the proposed alterations and additions of sidings at Arkonam, duly revised in accordance with the note by the Government Examiner, to which reference is made in your letter.

Order—No. 985 Ry., dated 4th September 1899.

The Government of India will be addressed.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—4th September 1899, No. 986 Ry.

Amount of estimate, Rs. 1,12,506.
Chargeable to the Madras Railway.
Allocation to Capital, Rs. 85,295.
" to Revenue, Rs. 27,211.
Funds available—See paragraph 3 of letter.
Estimate recommended or not—Recommended.
Allocation " " —Recommended.
Board's approval obtained or not—See paragraph 4 of letter.

I am directed to forward, for the sanction of the Government of India, the accompanying estimate submitted by the Agent and Manager, Madras Railway Company, of a comprehensive scheme for improving the Arkonam station yard. The necessity for a revision of the yard arrangements is due to the difficulty experienced in efficiently controlling the increased traffic at the junction, owing to the cramped condition of the yard, and to the present awkward arrangement of the sidings, which causes serious delays in the working of traffic and occasional breaking of rules. The attached extract from a letter from the Agent, Madras Railway Company, No. E. 510/249, dated the 17th March 1897, supplies information as to some of the improvements considered desirable.

2. I am to explain that the scheme has been under the consideration of the Consulting Engineer for Railways, Madras, and of the Agent, since 1895; and that after careful consideration and discussion of various designs, the Consulting Engineer is of opinion that the one now put forward provides for all that at present seems necessary for dealing with the traffic.

3. Funds to the extent required during 1899–1900 are available from the grant for unsanctioned works, Schedule B of the budget estimate.

4. The Board's approval of the scheme (the cost of which has since been reduced from Rs. 1,27,224 to Rs. 1,12,506) was accorded in their letter, No. 935 of the 24th April 1896, extract attached.

Read also the following paper :—

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 12th October 1899, No. 1916 R.C.

I am directed to acknowledge the receipt of your letter No. 986, Ry., dated 4th September 1899, and in reply to convey the sanction of the Government of India to the estimate, submitted therewith, amounting to Rs. 1,12,506, of the cost of certain additions and alterations to the sidings, etc., at Arkonam station on the Madras Railway.

2. This sanction which is chargeable in the proportion of Rs. 85,295 to Capital and Rs. 27,211 to Revenue, has been registered as No. 6, Madras, Railway, of 1899.

Order—No. 1207 Ry., dated 25th October 1899.

Communicated to the Agent and Manager, Madras Railway, with reference to the correspondence ending with his letter No. E. 510/975, dated 9th August 1899.

2. This sanction has been registered as No. 23 Ry. of 1899–1900.

(True Extract.)

Francis J. E. Spring,
Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.
" Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

Loco sidings &c at Arkonam

Ark

~~Arkonam Station improvement~~

5000-15-3-88.

(No. 1.)

No. E 510 / 1082

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 9th December 1895

From

Print

The Agent and Manager,
Madras Railway Company,

To

10

The Consulting Engineer for Railways.

SIR,

I have the honour to forward herewith an estimate with plan No 3533 for the proposed Locomotive Sidings, &c at Arkonam and to request that the sanction of Government may be conveyed to me for the required outlay, Rs 14,965/- chargeable to Revenue.

2. This forms part of the scheme for the improvement of the station yard at Arkonam but until the present Engine shed is demolished & new ground chosen for the shed we cannot proceed with other changes.

3. The yard is generally cramped and badly laid out and the north platform is inconveniently narrow. This is all the money we can afford to spend in changes, however, this year.

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

I have the honour to be,
Sir,
Your most obedt Servt

Agent & Manager

C. No. 1054
Recd. 11/12/95

MADRAS RAILWAY.

From
The Agent and Manager,
M. R. Co.,

To
The Consulting Engineer
for Railways

Dated 188

Recd. No.

Letter to Am in No 4083
18/12/95

FORM No. 21.
500—8-6-59.

EXAMINER,
Regr. No. 575
13 DEC. 95
Enclosures
RAILWAY ACCOUNTS, MADRAS.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 12th December 1895

No. 3996

OFFICE NOTE.

Letter from the Agent, & Manager, Madras Railway, No. E. 510/1082 dated 9th December 1895, forwarded to the Examiner of Railway Accounts, for favour of check as to allocation and budget provision.

HWFowler

for E. R.

17/12

EXAMINER'S REPLY.

As the estimate does not provid for all changes contemplated in th scheme for improving the station yard at Arkonam, Agent an Manager should be asked to submit a complete estimate irrespective of the year in whic outlay will be incurred. In the present estimate the tota should be reduced by any timber etc removed from the old

ld engine pit etc and not
sed on the new works.

16.12.95

EHWalker

CR

E.M

Might be conveniently discussed at next inspection?

HBS 18/12

FRW 18/12

Form No. 20.

Railway Department.

Print

Office of the Consulting Engineer for Railways,

Madras, 18 Decr 1895.

To

Agent Madras Ry

No. 4083 Reply No. E510/746 ; dated 26.8.96

4P

Encs 2

Reminders.

* with estimate.

No. 4083/1 dd 20.1.96

much too soon! wait

CWW 22/1

Than with DC

Sir,

With reference to your letter No. 1082 dated 9th December 1895, submitting an estimate for the proposed locomotive siding at Arkonam I have the honour to forward herewith a note* thereon by the Examr Ry Accts and to request the submission of a complete estimate providing for all changes contemplated in the scheme for improving the station yard.

FRW 18/12

Print 7 Sp

Extract from a letter from the Secretary Madras Railway Company dated London the 24th April 1896 No. 936.

The comprehensive plan referred to in para 8 of No. 2243 of the proposed alterations and additions to the sidings &c at Arkonam Station, estimated to cost Rs 127224 has been considered by the Board. The reasons adduced seem to justify the work being undertaken, and I am therefore to convey the Board's approval of the scheme being submitted for the sanction of Government. As to the suggestion that the cost of the contemplated alterations should be extended over six years, I am to say that it may be found inconvenient to limit the expenditure in any one year to Rs 20,000 and the extension of the works over so long a period seems neither desirable nor economical.

(True Extract)

Henry C. Webb

Ag: Agent and Manager.

W.A.D.

The Offg: Consulting Engineer for Rys.
Madras.

old
use
16.

3 to ERs C No 3697 6
746 d/ 26-8-96
Au

(No. I.) 5000-15-3-88.

No. E510
Print
746

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 26th August 1896

From

The Ag. Agent and Manager,
Madras Railway Company,

To

The Offg. Consulting Engineer for Railways.
Madras.

SIR,

5-8

Referring to your letter No. 4083 of the 18th December last, I have the honor to forward herewith, in duplicate, a comprehensive Estimate and plan (No. 3665) of the proposed alterations and additions to sidings, &c. at Arkonam and to request that the sanction of Government may be conveyed to me for the required outlay Rs 127,224, chargeable in the proportion of Rs 91,546 to capital and Rs 35,678 to Revenue.

2. An extract - para 13 - from the Board's letter No. 935 dated the 24th April 1896, communicating their approval of the above work is enclosed

for

JH 27/8

2.

for your information.

3. Information as to provision in the budget and date on which sanction will lapse is given on the Estimate.

6P

I have the honor to be,
Sir,
Your most Obedt. Servant

Henry C. West
Ag. Agent & Manager

Encls.

C. No. 3697
Recd. 27/8/96

Enclo/5

Plans & Est. Reg?

ER
27/8/96

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Form No. 21.
500—5-3-96.

EXAMINER,
Regr. No. 431
28 AUG. 96
RAILWAY ACCOUNTS, MADRAS.

Sw
10/9

Office of the Consulting Engineer for Railways,
Madras, 28th August 1896.

No. 2668

hw 28/8

OFFICE NOTE.

Letter from the Agent, & Manager Madras Railway, No. E510/746 dated 26th August 1896, forwarded to the Examiner of Railway Accounts for favour of ~~[illegible]~~ check as to allocation and budget provision.

F. W. Foulds

for E. R.

EXAMINER'S REPLY.

10/9

So far as the allocation can be checked in this Office, it appears to be correct except as regards the items noted below, but the Company might be asked to report the length of siding taken up (dotted lines on plan) and the length of new & replaced siding laid down (yellow lines on plan), as a check on the quantity of additional permanent way charged to Capital.

Widening Platform. As the present platform has the same length of face wall which is merely shifted forward in position, the allocation of excavation. Rs 75/11/3 and masonry Rs 2018 with contingencies thereon should be to Revenue

The removal & rebuilding of the Engine Shed & Engine pits.

involve charges to Capital of Rs 4813 & Rs 1566 respectively which is apparently due either to enlargement or some improvement of construction the necessity for which is not explained.

The estimate requires the sanction of the Govt of India. Funds are available from the grant for unsanctioned works Schedule B of the Budget for 1896-97

Omit

E W Allen
CR 5/9

Form No. 10.

Railway Department.

Print

Office of the Consulting Engineer for Railways,
Madras, 28th Septr 1896.

To

A. M.

No. 3068 Reply No. 916, dated 17/10

88

Reminders.

Sir.

With ref to your letter No 746 dated 26.8.96 I h.t.h. to request the favor of being furnished with a plan of Arkonam Stn Yard as it exists to the same scale as the one which was forwarded with your letter under reply

20/9

Despatched on 28/9/96

(No. II.)
No. E 510

916 Print

HA 19/10

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 17th October 1896

From

The Ag. *Agent and Manager.*
M. R. Co.

To

9 P

The *Consulting Engineer for Railways,*
Madras

Sir,

In compliance with the request contained in your letter No. 3068 of the 28th ultimo, I have the honor to forward herewith a plan (No. 573 mis) of Arkonam Station Yard as it exists, drawn to the same scale as the Comprehensive plan forwarded with my letter No. 746 of 26th August 1896.

I have the honor, to be,
Sir
Your most Obedt. Servant

Henry West

Ag. Agent & Manager.

Wall

C. No. 4570
Recd. 19/1/97

Enclo 1 plan

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Form No. 4.

Print

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 27th November 1896.

To

10 P

AGENT AND MANAGER, M. R.

No. ~~3~~786 Reply No. E 510/249, dated 17.2.97

AM is preparing Revised plans WMS. 29/1
Fil.

Note for Reference

MR Est.	Proposed by D2 MR	D2 Excess Deficiency
Alteration to Sidings	15000	
Addition " "	65000	40000 ~~30000~~
Widening Platform N W	3000	3000
Extension South Platform	1100	
" Transhipping "	1100	
Rebuilding Accident Stock Shed & Platf.	1400	1400
Rebuilding Carriage Shed	5000	5000
Rebuilding Cinder Latrine	1000	1000
Extension of Footbridge	6200	6200
Reminders.		
Extension 9' Culvert	3200	1500
New Cut. at E End	900	
Rebuilding Engine Shed & pits	15,800	15800
Rebuilding Knock off pits	1300	1300
New 6' Culvert at 43/3	3300.	-
New 6' Cinder Depot Siding	600.	-
Drain	800.	-
Rebuilding Fuel Stage	400.	-
Rebuilding Inspector's Bungalow & Outhouse	2100,	-
Rail bank under marshalling sidings	nil	6000
Big Turn table	nil	2500
Goods Shed Platf.	nil	4000
	1,27,000	73700
	59700	14000
	67,300	59700

Subject!

Say ~~80,000~~ WMS
70000

SIR,

Sir

With ref to your letter No 746 dy 26 August I h to ~~observe~~ that it would appear ~~that~~ to me that a more economical design could be got out whereby the dismantling of the Engine & Carriage Sheds could be avoided & a considerable expenditure on additional P. Way saved.

2. I am not at present convinced as to the necessity for the large increase in the length of siding accommodation — The nature of the shunting and marshalling that takes place should be explained & ~~with~~ if possible figures should be given showing the average number of wagons

dealt with with during say the last 2 months – that is wagons passing from the NWL to SWL, vice versa & wagons detached at Arconam for local & transhipping traffic – I should also like to be informed as to whether the amount of shunting has increased so much of recent years as to warrant this expenditure, for apparently the work has up to now been got thro' without ~~[illegible]~~ unnecessary delays

At the same time I am prepared to admit that, by remodeling, ~~a~~ ~~more workable~~ the yard could be ~~yard could be~~ more conveniently arranged.

3. I should be glad to know the present width of the NW Platform and also for comparison that of the SW Platform which I presume is already wide enough.

4. No explanation is offered as to the necessity for dismantling & rebuilding the European Latrine ~~Kitchen~~ I request the omission may be furnished.

5. Reviewing the whole scheme I am of opinion that an equally convenient yard could be designed at a cost of about ~~[illegible]~~ Rupees. 70,000

CMW. 26/11.

ER. 27/11

Despatched on 28/11/96

(A. & M. 1.)

No. E 510.
249

Print

[illegible] 18/3

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 17th March. 1897.

From 11 P

Do [illegible] 18/3

The Ag: Agent and Manager.
Madras Railway.

To

omission only to guide

The Consulting Engineer for Railways.
MADRAS.

SIR,

Put up plans CMW 23/3

Do Put up CM 23/3

With reference to your letter No. 3786 of 27th November 1896 in which it is stated that a more economical design could be prepared in regard to the alterations and additions to the Sidings at Arkonam forwarded with my letter No. E. 510/746 of 26th August 1896, and estimated to cost Rupees. 127224, I have the honor to submit the following observations:-

1. The original plan represents the comprehensive scheme for improving this station yard under a complete estimate providing for all changes which can at present be foreseen, as requested in your letter No. 4083 of 18th December 1895. The scheme was accordingly most carefully prepared by the Traffic Manager, Chief Engineer, and Acting Locomotive Superintendent, and I wish to add that every feature was discussed conjointly by these officers on the ground.–

2. One of the main objects of remodelling the Sidings was to secure at the West end of the yard direct access from

is convenient & not in any way

the South West Line to the North West Line platform, and from the North West Line to the South West Line platform, while still preserving the existing means of direct communication between the South West Line and North West Line and their corresponding platforms.

Another was to introduce Shunting Sidings so that shunting might be discontinued on the Main lines.

A further object was to provide ample siding accommodation for marshalling trains, and affording standing room for loaded wagons and empties.

3. The curve of the North West Line platform siding, immediately after it takes off from North West main line ('outermost points') is at present very sharp and the alterations at this portion of the yard secure the substitution of a curve of larger radius which was considered very desirable.

The present position of the Engine Shed, situated as it is in the centre of a large yard with traffic sidings on each side of it was considered most objectionable and its removal with the requisite Locomotive Sidings to a new site as shewn on the plan, was accordingly decided upon.

The present Carriage Shed also seriously interfered with the new sidings and its removal was indispensable. Its new position as shewn on the plan although not completely satisfactory is the best that commended itself as the most convenient for housing spare stock.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated

Recd.

No.

13P

4. In regard to the necessity for the additional Siding accommodation, I desire to point out that the total useful length of traffic sidings, exclusive of the North West platform line, which is taken as the main line through the yard, is 9350 feet .. The Actg: Traffic Manager states that " Stabling room for a minimum " of 250 wagons is required as well as Marshalling space and standing room for some trains at a time. The 250 wagons require 6000 " feet of line to accommodate them, and this will therefore only " leave 3350 feet for the other purposes named, from which must be " deducted the South West platform line and the through sidings on " both sides of the station. It is obvious therefore that the accommodation provided is the minimum that we can do with ".

5. The Acting Chief Engineer prepared two alternative schemes by which it was thought possible to modify the design so as to meet your views. These were considered at a Meeting of Officers; but they did not commend themselves inasmuch as in one no access was provided from the South West line platform to the North West line, and from the North West Line platform to the South West Line, which condition is imperative; and in the other this access was only provided by means of very dangerous diamond crossings, and Engines could not proceed from the Engine Shed to the Engine Turntable without fouling the traffic lines. In the opinion of the Company's Traffic Officers an alteration in the existing state of things at Arkonam is urgently called for, and no alternative scheme which has been

MADRAS RAILWAY.

From " The Agent and Manager.

To " The Consulting Engineer for Railways.

Dated

Recd.

No.

148

---

been suggested appears to be practicable at any saving of cost over that already put forward; and this view I unhesitatingly support.

6. In regard to para 3 I would point out that both the South West and North West platforms are inconveniently narrow; The former is only 17' 10" wide, but cannot be widened owing to want of space; the latter is only 17' 0" wide, and advantage was taken of the remodelling of the Sidings to widen this by adding to it the space occupied by the Siding contiguous to it, and this extra width was considered absolutely essential.

7 The European latrines were removed as they are found to be too close to the refreshment rooms, which is obviously objectionable, and the proposal to rebuild them in a new site further away met with general approval. The roof, moreover, could be raised and utilized for a Signal Cabin.

The [illegible] shown were [illegible] built there in and permanently – as the same [illegible] I have never personally noticed any objectionable smell

8. Finally I wish to urge that the present condition of the yard at Arkonam, opened as a junction 36 years ago, is far too cramped to enable the Company to cope efficiently with the traffic which has now to be dealt with at this important Station. I trust that under the foregoing explanations you will agree with me that the scheme, as originally submitted, should be carried out in its entirety. [I further request that the alterations in the Locomotive portion of the yard, which instalment of the scheme it is intended to complete this year, may no longer be delayed, and] it is hoped

Traffic is dealt with efficiently now

Omit in copy to India

that

is conveniently & not in the

MADRAS RAILWAY.

From
The Agent and Manager,
M. R. Co.,

To
The Consulting Engineer
for Railways

Dated 188

Recd.

No.

---

that early sanction will now be accorded to the original project.

I have the honor to be,
Sir,
Your most Obedient Servant,

Acting Agent and Manager.

15P

1254
18/3/97

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated
Recd.
No.

Form No. 34.

P. W. D., RAILWAY BRANCH.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS

Madras, 189 .

OFFICE NOTE.

From E. R.

To

It is to be assumed that the bulk of the goods traffic passing thro' Arkonam is made up in thro' trains and that the only traffic, for which Marshalling & Sorting, ~~or~~ stabling sidings are required, is NW to SW, vice versa, & local.

It is considered that the design prepared in this office gives sufficient accomodation and convenient facilities for dealing with the above traffic - and moreover saves some 50,000 Rs on the M R Estimate.

With ref to M R letter No $\frac{249}{17\text{-}3\text{-}97}$ I beg to offer the following remarks.

para 2. All these requirements are provided

para 3. The Curve has been improved

The position of the Shed is convenient + not in the way

Note.
A tracing of our proposed plan to go to A M. with a letter explaining the advantages it possesses over the MR proposal & add that we note he will see his way to adopt it

By ERi order CPM. $\frac{22}{7}$ 97.

168

Print

The Carriage shed is not disturbed.

para 4. 316 wagons can be accomodated leaving 5 thro' lines or loops including platform lines available for receiving & stabling 6 trains totalling 260 wagons.

para 5. The design put forward shows how these difficulties have been overcome

para 6. The widening of the platform is not necessary as there need ~~never~~ seldom be large crowds of passengers on the Arkonam platform once the Jolarpet operation have ceased. as nearly all passenger trains are thro' trains The narrow platforms too extend to only about half the length of the Station.

para 7. I do not think this work necessary.

A Comparative Estimate of the two schemes is subjoined.

CRM 1/7 97

	MR Est	ER Est	Difference
Alteration to Sidings	15 000	15 000	—
Addition to Sidings length of lines in Stay yard existing 36366 ft ER propd 38610 " ie new 2244 MR " 42,966 ie new 6600	65 000	22 000	43 000
Widening platform	3 000	—	3 000
Extension of South platform	1100	1100	—
" Tranship "	1100	1100	.
Rebuilding Carriage Shed	5 000	—	5 000
Rebuilding European Latrine	1 000	—	1 000
Extension of Foot-bridge	6200	—	6200
Extension of 9' Culvert	3200	5 000	1800
New Ashpit E End	900	—	900
Rebuilding Engine Shed & pits	15 800	—	15800
Rebuilding Blow off pits	1300	—	1300
New 6' Culvert @ Mile 43/3	3300	3300	
New 6' feeder Depot siding	600	600	
Drain	800	800	
Rebuilding Fuel Stage	400	400	
Rebuilding Inspector's Bungalow	2100	2100	
Earthwork under Marshalling & Adding & new local goods shed about 20 lacs of cubic feet @ 7/0	nil	14,600	14600
Shifting Turn Table	nil	2500	2500
New goods Shed	nil	2500	2500
Rebuilding Accident Stock Shed etc	1400	—	1400
	1,27,000. 127,200	~~56,400~~ 70,000 71,000	57,000 saving 56,200

CRM 1/7 97

7/600

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 13th August 1897.

To

AGENT AND MANAGER, M. R.

Print

No. 2645 Reply No. E $\frac{510}{798}$, dated 18-8-97

17P

Reminders.

Despatched on 13/8/97

Subject.

(Enclo-one tracing)

SIR,

I have the honour to acknowledge the receipt of your letter No E $\frac{570}{249}$ d/17.3.97. The bulk of the goods traffic passing through Arkonam is presumably made up in through trains so that the only traffic for which marshalling, sorting, or stabling sidings are required is N. W to S. W. vice versa and local traffic.

2. The accompanying design prepared in this office seems to me to afford sufficient accommodation and convenient facilities for dealing with the above traffic and as its adoption would result in a saving of Rs: 50.000. on the estimate forwarded with your letter No E $\frac{570}{746}$ d/26.8.96. I forward it

[illegible] is not disturbed.

it for your careful consideration.

3. As regards the undernoted paras of your letter I would remark as follows:-

Para 2. All these . .

. . . ,

necessary.

4. A comparative estimate of the two schemes is subjoined.

10/8/97

(No. II.)

5,000—14-11-85.

No. 2510 / 798

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, 18th August 1897

RECEIVED
19 AUG. 1897

From
The Ag. Agent and Manager.
M. R. C.

To
The Consulting Engineer for Railways.
Madras

SIR,

With reference to your letter No. 2645 of the 13th instant, I have the honor to point out it would appear that the totals at foot of the Statement which accompanied it should be as under.

M. Ry. Estimate.	Cy. Engr's Estimate.	Difference
Rs 1,27,200	Rs 71,000	Rs 56,200

I have the honor to be,
Sir,
Your most Obedt. Servant
Henry C West
Ag. Agent & Manager

Say correction is noted

File 23/8

Wd.

is not disturbed

C. No. 3613
Recd. 19/8/97

E510/798

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

No.

Dated 188

Recd.

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 24th August 1897.

To

AGENT AND MANAGER, M. R.

No. 2760 Reply No. , dated

Reminders.

SIR,

With reference to your letter No: E510/798 of 18th August 1897, I have the honour to state that the corrections therein pointed out are noted.

H.S. 24/8/97

Despatched on 24/8/97

Subject.

24/8/97

24/8/97

is not disturbed.

Form No. 29.

D.C. put up plan of Arkonam Stn yard as it exists

?

Plan

23/9

Plan put up GR 24/9/96

d2 Could you get a plan of the Station yard, as it exists & see if you can improve matters without demolishing the engine-shed and carriage shed and without lengthening the overbridge. ~~you~~ The carriage shed I was given to understand was hardly used at all. The engine-shed is to be demolished solely to make room for the new sidings. I understand ~~that~~ it is not so much insufficient siding accommodation as ~~to~~ the being badly placed that is objected to. You might bring your revised proposals when we could discuss them together.

FJF 2/4

Letter from

No.

Dated

To E. R.

This is one of the MR proposals which I think unnecessary –

(1) Alteration to sidings – a number of minor improvements & alterations in the position of certain cross over roads might be allowed to stand. A small siding might be added. But the present scheme involves an enormous outlay on new sidings which I think is not warranted. In the first place goods trains from Madras for the NWL or for the SWL are (or should be) marshalled at Madras & no further marshalling should be necessary at Arkonam. Goods vehicles from the NWL for the SWL & vice versa require standing accomodation which now exists & the provision of a small siding would facilitate their incorporation in the thro goods trains from Madras

② Widening Platform

It is only proposed to widen the NWL platform. If the SWL platform which is the same width as the NWL one is considered wide enough there is no reason for widening the NWL one

③ Extension of South Platform - shown on plan & not necessary.

{ This is really adding to the Madras end what is taken away at the Arcot end & is therefore ch to Revenue.

④. Extension of tranship platform

This may be allowed if necessary) - ? do the SIR want it.

⑤. Accident Stock Shed Rebuilding

Cannot find this on plan* but doubtless only necessitated by alteration to sidings.

*. on north side of new sidings - Removal unnecessary

⑥ do Platform

Same remarks

⑦. Rebuilding Carriage Shed.

The present one answers its purpose very well, the rebuilding is necessitated by alteration ~~to~~ sidings

⑧ Rebuilding European Latrine - Unnecessary

⑨ Extension of over bridge

Unnecessary - as a bridge can be put in on the Renigunta side of the present over bridge. The enormous sidings extension to

---

Form No. 29.

Letter from

No.

Dated

To E. R.

pass under the extension are not required vide para 1.

10 Extension of 9 ft Opening

not necessary - The shunting sidings if put in can stop short at this bridge - This will give ample length for shunting as the 4 outside lines are not required.

⑪ Ashpit -

May be allowed

⑫ Rebuilding Engine Shed & pits

quite unnecessary. There are seldom more than 2 Engines stabled at Arkonam the present shed is sufficient for all purposes.

⑬ Single 6 ft road - This is quite outside the alteration of the yard & may be sanctioned on its merits

⑭. Single 6 ft siding ditto

⑮ Drain ditto

⑯ Rebuilding Fuel Stage

may be allowed to stand if necessary

17. Rebuilding Cart Inspectors Bungalow
Necessitated by alteration in sidings

(18) Kitchen Godown + Fowl House + Latrine
Cannot understand why it is ~~these are~~ necessary. to rebuild

As regards the Kitchen, it is probable that by the inevitable acceleration of trains which must be done by a later departure from Madras Arkonam will cease to be the important dinner Stn it now is – eg Kalliam on the GIP.

CWH.

On the whole I think for about 25,000 Rs the sidings could be rearranged giving all necessary accomodation & facilities for shunting

CWH

Madras Railway

Alterations and additions in Arkonam Yard

Memo by Mr. T. Dutton.

In plan No. 3665 C proposed by Mr. Scovell the following appear to me to be objections to the arrangement on the score of inconvenience and want of safety.

(1). Trains cannot cross from N. W. Lines Nos. 1 or 2 to the Engine Sheds or turntable without fouling the S. W. main line.

(2). Trains cannot cross from S. W. Lines Nos. 4 or 5 direct to the Engine Shed or turntable.

(3). The line from Engine Shed turntable being on a very sharp curve cannot be turned into a dead end, and so catch or trap points have to be put in which is an objectionable feature.

(4). The two through roads from N. W. Lines and Sidings to S. W. Lines and Sidings, foul an Engine or vehicles standing at the end of the platform. This might be obviated by cutting off some 120 feet from the west end of platform and adding this length to the other end but seeing that the station buildings are all at the west end of platform it seems objectionable to lengthen the platform away from these buildings.

(5). The Siding from the Engineering Shops is made to run through the Loco: lines which it is always well to keep separate. The Siding also has only access to the S. W. side of platform.

(6). The Engine turntable would have to be moved from its present position to a new site.

True Copy
A. P. L.
Head clerk
C. Section

Arkonam Plan No. 3665 D.

(1). In plan No. 3665 D. being the last proposed. all the objectionable features referred to in my other notes are removed, and for an awkward station such as Arkonam undoubtedly is, the roads in every way offer greater facilities for working traffic and at the same time afford greater safety.

(2). The only practical way of interlocking the station in a satisfactory manner is for the whole of the points at the west end marked with a red circle to be worked and locked from one lever frame.

(3). The signals will all be worked from a cabin fixed on the roof of the station buildings and the Station Master will be able in his office to control the lowering of all signals as special connections will run into his office direct from the levers.

(4). No signal can be given until the road for which it refers has been ~~Sent~~ Set and all facing points properly locked.

(5). The points at the east end of the station marked with blue circles will be worked and locked from one lever frame.

(6). Trains or Engines can run from the N. W. main line, Engine Shed line, and S. W. main line to roads Nos 1, 2, 3, 4 or 5, or vice versa, with all points locked.

True copy

Head Clerk
C. Section

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 1st ~~February~~ March 1898.

To

AGENT AND MANAGER, M. R.

No. 601 Reply No. , dated

SIR,

In compliance with ~~the~~ your telephone message of ~~this~~ yesterday's date, I have the honour to forward herewith, for favour of return when done with, the undermentioned plans relating to the Arkonam Station yard:—

JH
1/3/98

Tracings

Reminders.

(1) No. 573 M. 1. S. ½ Madras
Dy. S. W. Line for Arkonam Stn. yard
(2) No. II 3665 M. R. S. W. L.
Proposed Alterations &
additions of Sidings &c.
2 Pencil Drawings for Arkonam & Designs
1 Ink Drawing Do

Despatched on 1/3/98

Subject.

J.H.
1/3/98

Exd.
1/3/98

is not disturbed.

(No. I.)
No. E 510
184

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 3rd March 1898

C. No. 1096.
Recd. 4.3.98

RECEIVED
4 MAR. 1898
MADRAS.

From

The *Agent and Manager.*
Madras Railwa

To

The *Consulting Engineer for Railways.*
Madra

Sir,

I have the honor to return herewith, with thanks, the plans relat to the Arkonam station yard which accompanied your letter No. 601 of the 1st instant.

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

Agent and Manager.

Dr
File

New Revised Plan drawn by me sent to Mr Read
7/3/98
CMS

{with 2 plans & 3 pencil tracings.}

Desp: 4-50 P.M.

end as arranged

is not disturbed.

Telephone.

2660
6.6.98

From Mr Read.
Central Station

To. Mr Scorell
Chefatk.

Have you any objection to points on Arkmann plan, being pushed out clear of platform to give full platform standing room and simplify the ash-pit question. It will necessitate removal of Engine and ~~Carriage~~ shed but would be a decided improvement.

R
6/6/98

I think proposal would ~~[illegible]~~ unduly increase estimate – I think every thing will be gained by ~~[illegible]~~ cutting off 100 ft off Platform West End and adding East end as arranged with [illegible]

[illegible]

Desp: 4-50 P.M.

is not disturbed.

Tele phone

From: Mr Read
Central Statio

To
Mr Scovell
Chief Audi

Agent says the platfo is neither long enough nor broad enough and proposals to curtail it at West end cannot be entertained

R
7/6/98

~~File~~

Reply.

My proposal does not involve any curtailment of in length of platform

CRS 7/6

P.T.O.

is not disturbed.

From
Mr. Read
Central Station
To
Mr Scovell
Chepak.

Excuse me it involved curtailment just where platform is particularly required.

Recd. 2.20 P.m.
7.6.98 now time 2.55
CMM

File
CMM 7/6

Telephone

From
The Chief Engineer
M.Ry, Royapuram

To - E.R.

What does Scovell's scheme for Arkonam cost compared with ours. Early reply will oblige.

R
8/6/98

Reply
Has not been worked out, repel no time to make estimate until Friday
CMM 8/6.

Despd 4-45 PM
R 8/6

Reply
Your telephone of 8th = Original plan of Scovell's scheme for Arkonam sent to Read & not returned

CMM 10/6

Despd 4-10 PM
R

C/S/7694 3. Central Station
15th June 1898.

My dear Scroll

Our snap shot telephonies of the 7th instant - will you please look through the two plans sent herewith No. 3665 C & 3665 D.

I see that the chief Engineer has dubbed, one "the scheme proposed by you" and the other "the scheme proposed by railway Officers". but to be honest, this is scarcely accurate for the C plan is of course what we roughly agreed upon at Arkonam.

Unfortunately it has certain objections which disappear in the D. plan and I hope when you have looked at the latter you will agree with me that it is an improvement on our original idea.

A copy of a note by Messrs Dutton & Co. representative is forwarded herewith and I may say that it was really the impossibility

Total 1.21 000

is not disturbed.

2

of interlocking our original scheme in a satisfactory manner which has brought out plan D.

The old engine shed & carriage shed have to disappear, but the existing turn table comes in & the cost is only Rs 12,000 in excess of our original rough plan C. pretty

The question seems to have been fully well threshed out from most points of view I think, and as we cannot now work the traffic in the Arkonam Yard without delays of a serious nature or without a breach of the rules; it is important that we should come to a decision with as little delay as possible.

Have you any objection to plan D?

Yours Sincerely

W Reid

C. J. R. Scovell Esqre
Deputy Consulting Engineer
Chepauk.

With 2 plans
& 2 encls

Total 1.21 000

T. 30 K.

40,000—1-97.

In your reply please
C2/76943
give reference to

In reply to your

MADRAS RAILWAY.

TRAFFIC MANAGER'S OFFICE,
CENTRAL STATION, MADRAS, 24th June 1898.

My dear Scovell

Can you now reply to my letter of the 15th instant – work at Arkonam is carried on under difficulties.

Yours Sincerely

C. T. R. Scovell Esqre
Dy: Consulting Engineer
Chepauk.

is not disturbed.

Telephone

From AM
To ER

Mr Moss wants all the plans connected with the Arkonam Station Yard.

Send let me see them
FWT 1/3/18

Enl
4.15 P.M
28/2

Herewith ten plans & a bundle of pencil sketches
FWT 1/3/18

The 3 plans of
Arkonam Stn Yard
and the attached 2 papers
to go on E Ri [illegible]
NW line

ARKONAM _ Sidings

at ____

Note

No. 1

Arkonam

Length of Existing Sidings 36 366 ft
" " MP Proposed 42-966 ft
" " D_2 Proposal 38,610 ft

MR more than Existing. 42.966
36 366
6,600 Costs 65000 Rs

ER: less than Proposed 42 966
38 610
4,356 = 43000 Rs

3000
allow 3000 Rs for the extra ~~~~ & p & e
Say
40,000
Save ~~40,000~~ ~~Forty ...~~

27/11

Total 1.21 000
7 000

Form No. 29.

Arkonam Yard

Existing length P. Way —	36400 ft
MR 1st Proposal	43 000
ER 1st Proposal	38 600
ER 2nd Proposal	39 600
MR 2nd Proposal	41,400

Letter from

No.

Dated

To E. R.

Approximate Comparative Estimate

Alterations & Necessary New Works

	Original Scheme	Scheme 1st Proposed by ER.	2nd Scheme Proposed ER	MR New Scheme
Earthwork	31,000		31 ? 000	? 31 000
Ballast	10,000		10 ? 000	?
Shifting P. Way & Points Xing.	6 000		6 000	6000
Laying new P. Way.	23, 000		10 000	15000
Laying new Points	4 000		5 000	5 000
Widening NW Platform —	3 000		3 000	3 000
Rebuilding Carriage Shed —	5000		—	—
Rebuilding Accident Shed —	1000		1 000	1000
Extension of Foot Bridge —	6000		2 000	2 000
Extension of 9 ft Culvert —	3000		3 000	3 000
New Ash pit —	1000		1000	1000
Rebuilding Engine Shed	~~7000~~ 18000		~~18 000~~ 2500	18000
Rebuilding Sub Inspectors Bungalow	2000		2 000	2000
	1,12,000			

will cost 20/000 more than our scheme & 15 000 less than original scheme submitted.

CWJ

Extraneous Works

Revetment Tank —	2,000
Extension Local Platform —	1 000
Rebuilding European Latrine —	1000
Extension Tranship Shed	1000
New 6 ft Arch —	3000
New Rail Sides	1000
	9,000
Total	1.21 000 ~~7 000~~

Plans returned to Traffic Manager MR new scheme approved

CWJ

which,

D1

Please say if you wish these papers to be sent to E.R.

The Case can now be filed

U.C.
1/7/99

(No. I.)

No. E510/689

Print

5000-15-3-88.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 14th June 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
15 JUN. 1899
MADRAS.

3073
14.6.99

From

The Agent and Manager,
Madras Railway Company,

To

18 P

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to the correspondence ending with your letter No. 2645 dated the 13th August 1897, I have the honor to forward herewith, in duplicate, an estimate with plan No. 3665D. for the proposed alterations and additions of sidings at Arkonam, and to request that the sanction of Government may be conveyed to me for the required outlay, Rs 1,12,506, Chargeable in the proportion of Rs 87,493 to Capital and Rs 25,013 to Revenue.

2. This estimate is in substitution of the one submitted with this office letter No. E510/746 of the 26th August 1896. It is a Comprehensive scheme which will be gradually worked to. It embodies

and

[500—1-12-98.]

and provides for all the additions and alterations considered necessary for improving the Station yard. I shall be glad to know if you approve of the complete estimate as now submitted, an whether you will obtain sanction for it a a whole, or if you desire that separate estimates be submitted from time to time for portions of the Scheme.–

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

I have the honor to be,
Sir,
Your most obdt. Servt.,

Edward

for Agent & Manager.

Encls. 4.
(2 Estimates & 2 plans).

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 15th June 1899.

350
16 JUN 1899
Enclosures...
RAILWAY ACCOUNTS, MA

No. 1892

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. E 510/689, dated 14th June 1899, forwarded to the Examiner of Railway Accounts for check as to allocation and budget provision.

16.6.99.
for E. R.

EXAMINER'S REPLY.

Subject to the following remarks, the estimate, which requires the sanction of the Govt. of India, is correct as to allocation. The original estimate of Rs 1,27,224, was sanctioned by the

Board, in letter No 985 d/ 24.4.96

Platform ashpits. The original cost of each pit is stated as Rs 100, whereas the new ashpits are to cost Rs 900 each: enquiry might be made, in view of the large differance, whether the original cost has been correctly stated

which.

[500—1-12-98.]

MADRAS RAILWAY.

From
The Agent and Manager,
M. R. Co.,

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Widening platform. As stated by my predecessor in his reply to your o.n. 2668 of 28.8.96 the cost of excavation and masonry of the face wall should be allocated to revenue, & not to capital.

Funds to the extent required during 1899-1900 are available from the grant for unsanctioned works, schedule B of the budget estimate.

JGW
19/6/99

CK

Sl.7 O

21.6.99

Form No. 1/B.

No. 1998

Madras, 27th June 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS,

To

THE AGENT, ~~S. I. Ry.~~ and Manager
Madras Railway

20 O

Reminders.

Reply No. E510/835
dated 10.7.99

SIR,

With reference to your letter No. E510/689 dated 14th June 1899, submitting a revised estimate amounting to Rs 1,12,506 for the proposed alterations and additions of sidings at Arkonam I have the honour to remark as follows:—

Platform ash pits. The original cost of each pit is stated as Rs 100/, whereas the new ash pits are to cost Rs 900/ each. In view of the large difference, please state whether the original cost has been correctly stated.

Despatched on 27/6/99

P.T.O.

Widening platform. As the present platform has the same length of face wall which is merely shifted forward in position, the ~~allocation~~ cost of excavation and masonry with contingencies thereon should be allocated to Revenue and not to Capital.

22.6.99.

(A. & M. 1.)

No E 510
835

Print

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 10th July 1899.

Consulting Engineer for Railways
Received
11 JUL 1899
Madras

3511
11.7.99

From
The Agent and Manager, M. R. Coy.,

To
The Consulting Engineer for Railways.
Madras.

218

Sir,

In reply to your letter No. 1998 of the 27th ultimo, I have the honour to offer my explanation as follows:-

Platform ashpits. Four new 60 feet ashpits are proposed to be built at Arkonam at an outlay of Rs 900 each viz: Rs 3,600/- for the four, debitable Rs 3,200 to "Capital" and Rs 400 to "Revenue".

The debit to Revenue is on account of 2. Blow off pits, 20 feet long, which originally cost Rs 400- having to be demolished. This amount has been divided equally between the Revenue portion of the Estimate viz. Rs 100 for each of the four ashpits.

Widening platform. The present platform wall cannot be conveniently removed and therefore an entirely new wall has been estimated for, and this is a substitution

which

which is properly chargeable to Revenue.
The excavation is also chargeable to Revenue.

I have the honour to be,
Sir,
Your most obed.t Servant,
Francis S Moss
Agent & Manager.

22 P

Encpnl.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated

Recd.

No.

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 11th July 1899.

410
11 JUL 1899
Enclosures..........
RAILWAY ACCOUNTS, MADRAS

No. 2133

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. E 510/835, dated 10th July 1899, forwarded to the Examiner of Railway Accounts for remarks.

11/7/99
for E. R.

23 P

EXAMINER'S REPLY.

The explanation in regard to the debit to Rev: on account of ash pits is satisfactory and may be accepted.

The A. & M. admits that the cost of the platform wall and excavation estimated for under "widening platform" is chargeable to Rev: and not to Capital, but no alteration has been made in the estimate itself, for which purpose it may be returned to that officer.

JGW 12/7/99

13/7/99

Print
Copy 5 [illegible]

Copy forwarded to AM with reference to his letter No. E 510/835 of 10-7-99, with the request that the accompanying estimate may be revised accordingly and returned to this office as early as possible.

for ER.

Form No. $\frac{1}{A}$.

No. 2221

Madras, 19 July 1899

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT AND MANAGER, M. RY.

Print

240

2

Reminders.

SIR,

Reply No. E 510/975
dated 9.8.99

With reference to your letter No. E 510/835 of 10th July 1899 I have the honour to forward the accompanying extract from ~~herewith copy of~~ a note by the Examiner Gd. Railway Accounts, Madras, and to request that the accompanying estimate* may be revised accordingly ~~and returned to this office as early as possible.~~

* Rd. with No: 689 of 14.6.99.

J.R.
17.7.99

Despatched on 19/7/99

Vl. 14/7/55

Form No. 38.

(No. I.)

5000-15-3-88.

No. E 510 / 975

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 9th August 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
10 AUG. 1899
MADRAS.

?

Print

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways.
Madras.

SIR, 25P

4170
10.8.99

Elay H With reference to your letter No. 2221 dated the 19th July 1899, I have the honour to return herewith the Estimate in duplicate for the proposed alterations & additions of sidings at Arkonam duly revised in accordance with the note by the Government Examiner to which reference is made in your letter.

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

Edmunds.

pr. Agent & Manager.

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 10th August 1899.

JGW 11/8/99

Regr. No. 492
11 AUG. 1899
Enclosures...
RAILWAY ACCOUNTS, MADRAS.

No. 2520.

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. 2510/975, dated 9th August 1899, forwarded to the Examiner of Railway Accounts. for remarks.

1207 R

for E. R.

EXAMINER'S REPLY.

Widening Platform.

The cost of excavation and masonry of the face wall has now been allocate to Revenue, as pointed out in this office reply to E.R's office note No. 1892 dated 15th June 99.

If approved the estimate may be Submitted to the Govt. of India. Funds as already stated are available.

JGW 12/8/99

12/8/99

Submit to Govt of India.

14.8.99.

12/8/99.

FORM No. 1.

3

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

B Pd

Papers to be read in Proceedings:—

Letter	from	the Agent & Manager,	Madras Ry.	No. E. 510/1082,	dated 9-12-95.
"	to	"	"	No. 4083,	" 18-12-95.
"	from	"	"	No. E. 510/746,	" 26-8-96
"	to	"	"	No. 3068,	" 28-9-96.
"	from	"	"	No. E. 510/916,	" 17-10-96.
"	to	"	"	No. 3786,	" 27-11-96.
"	from	"	"	No. E. 510//249,	" 17-3-97.
"	to	"	"	No. 2645,	" 13-8-97.
"	from	"	"	No. E. 510/689,	" 14-6-99.
"	to	"	"	No. 1998,	" 27-6-99.
"	from	"	"	No. E. 510/835,	" 10-7-99.
"	to	"	"	No. 2221,	" 19-7-99.
"	from	"	"	No. E. 510/975,	" 9-8-99.

Print

?

26P

ORDER No 985 Ry dated 4/9/99

The Government of India will be addressed.

H. E. for approval of draft

Mes

23/8/99

Appd.
H. E. H
28.8.99

No. 986 Ry., dated 4/9/99 1899.

To,

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

Sir,

I am directed to forward for the sanction of the Government of India the accompanying estimate submitted by the Agent and Manager, Madras Railway Company, of a comprehensive scheme for improving the Arkonam Station yard. The necessity for a revision of the yard arrangements is due to the difficulty experienced in efficiently controlling the increased traffic at the Junction, owing to the cramped condition of the yard and to the present awkward arrangement of the sidings, which causes ~~necessitating~~ serious delays in the working of traffic and occasional breaking of rules. The at ached extract

Amount of Estimate Rs. 1,12,506.
Chargeable to the Madras Railway.
Allocation to Capital Rs. 85,295.
" to Revenue Rs. 27,211.
Funds available ~~or not~~ see para 3 of letter.
Estimate recommended or not. Recommended.
Allocation " " Recommended.
Board's approval obtained or not. See para 4 of letter.

Print

from the Agent, Madras Railway Company, No. E.510/249, dated the 17th March 1897, supplies information as to some of the improvements considered desirable.

2. I am to explain that the scheme has been under the consideration of the Consulting Engineer for Railways, Madras, and of the Agent, since 1895; and the after careful consideration and discussion of various designs, the Consulting Engineer is of opinion that the one now put forward provides for all that at present seems necessary for dealing with the traffic.

3. Funds to the extent required during 1899-1900 are available from the grant for unsanctioned works, Schedule B of the budget estimate.

4. The Board's approval of the scheme (the cost of which has since been reduced from Rs. 1,27,224 to Rs. 1,12,506) was accorded in their letter No. 935 of the 24th April 1896, extract attached.

JKS

R.

23/8/99

Documents accompanying:-

1 - Estimate & plan
2 - Extract from ~~f~~ this letter No. E510/249 of 17/3/97
3 - Extract from a letter from

4/9/99

Current Nos Called for 19/10

Public Works (189) Department.

A

CURRENT No.

Read again
G.O. No. 985-986 Ry of 4.9.99 Print
Read also
India's No 1916 R.C. of 12 Oct 99 Print

From Govt of India.

1207 Ry dated 25/10/99

No. 1916 R.C.

2 P

Dated 12th Oct 99.
Received
Registered
Enclosures
Spare copies

Order

Communicated to the Agent & Manager Madras Railway with reference to the correspondence ending with his letter No E510/975 of 9 August 1899.

2. This sanction has been registered as No 23. Ry of 1899-1900

J.W.
for R.
21.10.99.

SUBJECT.

Additions & Alterations to the Sidings &c at Arkonam Station. M.R

Sanctioning the estimate amounting to Rs 1,12,506 of the Cost of Certain —

To

A.M. (In mss.) & ~~[illegible]~~ 6-11-99
C.R ✓
E.R ✓

Despatched on 4/12/99

4/12/99

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

3. Extract from a letter from [illegible] 4/12

[illegible] 19/10

No. 1916 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

All communications should be addressed to the Secretary.

Print

278

To

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

Simla, the 12th October 1899.

Sir,

I am directed to acknowledge the receipt of your letter No.986 Railway, dated 4th September 1899, and in reply to convey the sanction of the Government of India to the estimate, submitted therewith, amounting to Rs.1,12,506 of the cost of certain additions and alterations to the sidings, etc., at Arkonam station on the Madras Railway.

2. This sanction which is chargeable in the proportion of Rs.85,295 to capital and Rs.27,211 to revenue, has been registered as No.6 Madras Railway of 1899.

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

Under Secretary.

Accompaniment.

~~Tracing [illegible]~~

~~(Drawing Sheet No.5834)~~.

Nil

(A. & M. II.)

No. 583—1,000 -10-4-1902.

Enclosures ———

No. 0/14372

1188

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
RAYAPURAM TERMINUS,

Madras, 24th June, 1902.

From
The Agent and Manager,
Madras Railway Company.

CONSULTING ENGINEER FOR ...
RECEIVED
26 JUN 1902
C. No. 3666
MADRAS.

To
The Consulting Engineer for Railways,
Madras.

SIR,

Sly P

Referring to G. O. No. 1207, dated 25th October 1899, you are aware, although I have not informed you officially, that certain modifications were found possible in the plan of Arkonam when we came to carry it out, by which it was found that the existing engine shed could be retained at the expense of removing the present tank house and also the coke shed, a part of which has been used as running drivers quarters. From the enclosed letter from the Loco: Superintendent, it will be seen that our daily requirements at Arkonam are approximately 40,000 gallons and I have thought it desirable to instruct the Chief Engineer therefore to build the new tank house of this capacity. You will see that ~~as~~ the original scheme estimated to cost Rs. 112506, sanctioned in G. O. No. 1207 Ry: dated 25th October 1899 provided for an engine shed for 2 engines only, but the Loco: Superintendent having represented that it was necessary to have an engine shed for 4 engines, the question was discussed on inspection in July 1901 and it was decided that a new shed must be constructed at a cost of Rs. 24895/- This has not however been actually sanctioned,

Sly P

X no mention in the Inspection Report [illegible]

From

From the enclosed statement it will be seen that as far as we can forecast at present, it will be possible, owing to the modifications of the original plan, by retaining the present engine shed, to build the tank house and the running drivers bungalow ~~and carry out the alterations~~ and carry out the alterations in the yard within 5% of the original sanctioned estimate, the cost being roughly estimated at Rs. 1,12,749/- against Rs. 1,12,306 sanctioned and this is now being done while had the last proposal of building a new engine shed for four engines been carried out the total cost would have been 1,37,401 Rs. I have not previously written you on the subject officially as in order to avoid delay to the work which was actually in hand we confined ourselves to showing Mr. Egerton the plans. Mr. Egerton suggested certain improvements which have been given effect to and it was understood that our proposal had your general approval on the understanding that the original estimate was not materially exceeded. As, however, I am going on leave, it appears to me desirable that there should be something officially on record and I am therefore writing to advise you officially of the action taken.

I have the honour to be,

Sir,

Your most obedient servant.

Agent and Manager.

Enc/Awo

Madras Railway
Locomotive Superintendent's Office
Perambur Works, 8th May 1902

No.B3625 A/572

The Agent & Manager,

My Dear Sir,

Watering arrangements at Arkonam.

With reference to conversation, I forward herewith a statement showing the approximate quantity of water used at Arkonam per day.

An application for the enlargement of the Arkonam tank had not been previously submitted since the demolition and the reconstruction of the tank was not in contemplation. Now however that this is to be done, it would, I think, be an advantage to increase the capacity of the tank up to 40,000 gallons so that it would be possible for the full days consumption to be always stored.

I return your file herewith.

Yours, faithfully,
Sd/- C. F. Phipps,
Loco: Superintendent.

True Copy.

CONSULTING ENGINEER FOR RAILW... MADRAS.
RECEIVED
26 JUN 1902
C. No. 3666

Madras Railway.

Locomotive Department.

Consumption of water at Arkonam.

		Gallons.
Regular trains,	19 at 1500	28,500
Shunting Engines.	2 at 2000	4,000
E trains say	4 at 1500	6,000
Washing out say 2 engines a week or per day.		1,000
		39,500

This does not include station requirements.

Perambur Works.
10th May 1902.

Sd/- C. F. Phipps,
Loco: Superintendent.

True Copy.

CONSULTING ENGINEER FOR RAILWAYS. MADRAS.
RECEIVED
26 JUN 1902
C. No. 3666

Form No. 12.

Comprehensive Scheme Arkonam yard.

Original scheme.

Sanctioned as per plan No. 3665 D vide G.O. No. 1207 Ry. dated 25th October 1899.	Rs. 112506	
Proposed new Engine shed & sidings	Rs. 24895	Rs. 137401

New Scheme.

Approximate estimate	Rs. 102379	
Tank house to hold 40000 gallons	7000	
Running drivers' bungalow as per type plan--	5370	
	114749	
Credit for materials from coke shed & tank house----	2000	" 112749

Difference between the original & new scheme---- Rs. 24652

1/7/0

AS Ahr. shews that he is going to keep inside his estimated figures I suppose

CONSULTING ENGINEER ... RLWYS. MADRAS
RECEIVED 28 JUN 1902
C. No. 3666

Form No. 12.
500—3-7-01.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

C. No.
Dated

This letter is sufficient. Modified plan can be submitted with completion report which I suppose will be sent in when work is finished.

File letter

1 July 02

D,
1/7/02

NOTE FOR ER.

With reference to the letter below from AM the facts of the case as far as I know them are as follows:—

While attending an official meeting in the early part of this year (I forget the date) the Agent shewed me a plan of Arkonam yard with certain modifications of the sanctioned scheme of sidings which would save the existing engine-shed from demolition and asked me if I thought it would be necessary to make a fresh estimate. I replied that provided they kept within estimated figures I thought not. But I added that he ought to send up the modified plan for your approval. This he has not done—but has sent this letter instead.

This letter would make it appear that I had taken the responsibility of approving of alterations ~~without your~~ This I never did in [illegible] the sense of sanctioning them.

As AM shews that he is going to keep inside his estimated figures I suppose his proposals may be accepted - & the letter filed.

30.6.02

(A. & M. II.)

Enclosures________ 1,000—4-1903.

No.C/E.510

1213

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

RAYAPURAM TERMINUS.

Madras, 22nd June, 1903.

CONSULTING ENGINEER FO
RECEIVE
23 JUN 190
C. No 3990
MADR

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways,
Madras.

IR,

I have the honour to inform you that the estimate for alterations and additions to sidings at Arkonam amounting to Rs.1,12,506/- sanctioned in G.O. No.1207 Ry: dated the 25th October 1899 has been exceeded by over 5 % owing to provision not having been made in the original estimate for the folowing items.

1. Amount less provided in the estimate for 1537 L.Yards of Permanent Way at Rs.9-12-0 instead of Rs.14-11-0 for each L.yard as per revised rates.
2. 154 L.Yards of cost of P.W.Materials without rails to renew broken pots, &c. in pulling up the line at Rs.9-7-0
3. Extension of footbridge fully completed.
4. Constructing a tank house to hold 40,000 gallons which is not yet fully completed.
5. Cost of piping for tank house.

A revised estimate is under preparation and will be ed shortly.

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

Form No. 25.
1,500—31-7-02.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS.

Madras, 25th June 1903.

EXAMINER, RAILWAY ACCOUNTS
Regr. No. 666
25 JUN 1903

No. 2701

OFFICE NOTE.

29/6/03

LETTER from the Agent, and Manager Madras Railway, No. O/E570/1213, dated 22 June 1903, forwarded to the Examiner of Railway Accounts for note and return.

23/6

for E. R.

EXAMINER'S REPLY.

Noted & returned.

1/7

30.6.03 30.6.03

1/7

Await the receipt of the revised estimate

1/7

for E.R.

1/7

The estimates and
plans received with
A.N's letters (flagged X.Y)
were not sent to D.C
for registering and they
are not in the bundle of
that year.

C.S. D.C
24-6-03