SECRETARIAT RECORD
OFFICE, BOMBAY.
ROOM No. — C
RACK No. — 34
COMPARTMENT No. — 34
CHECKED BY KRD
DATE 29-6-62

Railway Department
Letters to
(Duplicate)
24/1854
(P.W.D. Ry Branch)

118236-8

Maharashtra State Archives

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SECRETARIAT RECORD
OFFICE, BOMBAY.
ROOM No. — C
RACK No. — 34
COMPARTMENT No. — 34
CHECKED BY
DATE 29-10-62.

S-1

1

Railway Department.

Despatch to the Honble Court.

No. 20, G.

Dated 30th August

1854

No. 24

Maharashtra State Archives

S-2

S-3

Maharashtra State Archives

4. S-4

4. A Statement of charges incurred for North Eastern Extension

5. A Statement of the interest paid by the Honble East India Company on the Railway Capital deposited in the Bombay General Treasury.

We have the honor to be, Sir
Your most obedient humble Servants
J. Elphinstone,
J. Warden
J. G. Lumsden.

Bombay Castle,
20th August 1851.

True Copy,

C. L. Kashi Nyttler
Offg. Secy to Government.

5. S-5

5.

Maharashtra State Archives

6. 5-6

5-7 No 5 7.
1854/56

Territorial Department
Railway.

To
C. E. F. Fytler, Esquire
Officiating Secretary to Government

Sir

Agreeably to the instructions contained in Mr. Secretary Lumsden's letter, No 937, of the 10th August 1850, with enclosure, I have the honor to hand up for the information of the Right Honorable the Governor in Council, and for transmission to the Honorable the Court of Directors, the following Statements:-

1st Half yearly statement of advances made by the Bombay Government to the Great Indian Peninsula Railway Company, ending the 30th June 1854.

2d Half yearly statement of charges incurred for Railway surveys beyond Callian ending the 30th June 1854.

3d Half yearly statement of charges incurred for South Eastern Extension ending the 30th June 1854.

4 Half yearly statement of charges incurred for North Eastern Extension ending the 30th June 1854.

5 Half yearly statement of the Interest paid by the Honorable East India Company on the Capital deposited in the General Treasury, Bombay by the Great Indian Peninsula Railway Company ending the 30th June 1854.

Bombay
Accountant Genl's Office
29th August 1854

I have honor to be &c

(Signed) G. J. Blane
Dy Accountant General
in Charge

Maharashtra State Archives

8. S-8

2

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Half yearly Statement of advances made by the Bombay Government to the Great Indian Peninsula Railway Company ending 30th June 1854

9.

Date of Payment								
					Advances during the Half year ending 31st December 1852		18743-10-6	
					Ditto ——— ditto 30th June 1853		456694-4-10	
					Ditto ——— ditto 31st December 1853		325114-6-4	774452 5 8
1854 January	6th	By Draft No. 170 dated 27th December 1853					5143.8 ..	
— "	10	— " — D° —	6	— 9 January 1854 —			638.4 ..	
— "	13	— " — D° —	1	— 8 — " — " —			2605.8.11	
— "	"	— " — D° —	2	— " — " — " —			566.2.5	
— "	"	— " — D° —	3	— " — " — " —			146.7.9	
— "	"	— " — D° —	4	— " — " — " —			24.8..	
— "	"	— " — D° —	5	— " — " — " —			4761.14..	
— "	17	— " — D° —	9	— 11 — " — " —			1249.15.10	
— "	"	— " — D° —	8	— 9 — " — " —			1026.8.2	
— "	19	— " — D° —	11	— 16th — " — " —			747.8..	
— "	20	— " — D° —	7	— 9th — " — " —			2248.8..	
— "	27	— " — D° —	10	— 16th — " — " —			12618.4.6	
— "	28	— " — D° —	12	— 18th — " — " —			44758.6.8	76535.7.3
Feby	3	— " — D° —	13	— 23 — " — " —			8296.12..	
— "	"	— " — D° —	14	— " — " — " —			19.10.2	
— "	"	— " — D° —	15	— " — " — " —			392.5.4	
— "	"	— " — D° —	16	— " — " — " —			16722.1.3	
— "	"	— " — D° —	17	— " — " — " —			3964.14.5	
— "	"	— " — D° —	18	— " — " — " —			175..10	
— "	"	— " — D° —	19	— " — " — " —			3754.6.2	
— "	"	— " — D° —	20	— " — " — " —			166.10.8	
— "	"	— " — D° —	21	— " — " — " —			106..	
— "	6	— " — D° —	22	— 27 — " — " —			270.15.6	
— "	"	— " — D° —	23	— " — " — " —			5393.8..	
— "	16	— " — D° —	24	— 6 February —			1051.6.5	
— "	"	— " — D° —	28	— 8th — " — " —			1688.13..	
— "	18	— " — D° —	25	— " — " — " —			4435.9.10	
— "	"	— " — D° —	26	— " — " — " —			1478.11..	
— "	"	— " — D° —	27	— " — " — " —			1781.12.5	
— "	21	— " — D° —	29	— 11 — " — " —			2347.2.8	
— "	24	— " — D° —	30	— 13 — " — " —			2433.15.2	
— "	"	— " — D° —	31	— " — " — " —			240.8.4	
— "	"	— " — D° —	32	— " — " — " —			20.15.8	
— "	28	— " — D° —	33	— 18th — " — " —			38578.7..	
— "	"	— " — D° —	34	— " — " — " —			192.2.6	88510.12.4
March	2	— " — D° —	35	— " — " — " —			6015.. ..	
— "	6	— " — D° —	40	— 2d March —			1750.14..	
— "	7	— " — D° —	36	— 24th February —			8242.2.11	
— "	"	— " — D° —	37	— " — " — " —			2650.. ..	
— "	"	— " — D° —	38	— " — " — " —			5307.12.6	
— "	11	— " — D° —	39	— 28th — " — " —			1248.6.2	
— "	17	— " — D° —	41	— 6th March —			1357.1.9	
— "	"	— " — D° —	42	— 9th — " — " —			1645.12.9	
— "	23	— " — D° —	44	— 11th — " — " —			186.14..	
— "	25	— " — D° —	50	— 24th — " — " —			1527.. ..	
— "	28	— " — D° —	43	— 11th — " — " —			790.2..	
— "	"	— " — D° —	45	— " — " — " —			310.1.1	29932.3.2
					Carried forward Rupees		1.94.978.6.9	774452 5 8

Maharashtra State Archives

1854									
			Brought forward Rupees			1143784	774452	5	8
April 1	By	Draft	№ 46	dated 18th March 1854		11213.11.6			
—	—	—	Dº	47	—	697.7.6			
—	—	—	Dº	48	—	40340.9.5			
—	—	—	Dº	49	22	5893.8.—			
—	4	—	Dº	54	1 April	1134.—			
—	8	—	Dº	51	29 March	2271.1.9			
—	—	—	Dº	52	—	21.7.—			
—	—	—	Dº	53	—	207.12.10			
—	11	—	Dº	56	5 April	1229.12.—			
—	13	—	Dº	58	7th	192.3.—			
—	—	—	Dº	65	10th	1242.—			
—	17	—	Dº	57	7th	1569.6.6			
—	—	—	Dº	60	—	1120.6.6			
—	18	—	Dº	59	—	440.5.2			
—	—	—	Dº	61	—	234.14.5			
—	—	—	Dº	62	—	11.3.5			
—	22	—	Dº	63	10th	506.2.2			
—	—	—	Dº	64	—	1030.6.9			
—	—	—	Dº	73	20	729.—			
—	27	—	Dº	75	7th	680.—			
—	28	—	Dº	66	15th	630.13.2			
—	—	—	Dº	67	18th	675.—			
—	—	—	Dº	68	—	11387.13.6			
—	—	—	Dº	69	—	2665.13.5			
—	30	—	Dº	70	19th	38416.1.8			
—	—	—	Dº	71	—	1538.1.2			
—	—	—	Dº	72	—	405.—	1264074.10		
May 1	—	—	Dº	81	28th	408.—			
—	4	—	Dº	74	22	756.4.6			
—	—	—	Dº	75	24th	5962.—.9			
—	6	—	Dº	76	25th	1589.11.3			
—	—	—	Dº	77	—	4460.6.9			
—	6	—	Dº	78	26	31.1.3			
—	8	—	Dº	79	27th	2239.2.10			
—	9	—	Dº	80	28th	21.1.—			
—	11	—	Dº	82	29th	314.7.9			
—	—	—	Dº	83	—	124.15.4			
—	—	—	Dº	84	—	300.—			
—	—	—	Dº	85	1st May	6255.9.4			
—	12	—	Dº	89	8th	216.—			
—	—	—	Dº	86	—	1066.15.6			
—	17	—	Dº	93	15th	2965.—			
—	19	—	Dº	87	8th	353.4.6			
—	—	—	Dº	88	—	1060.15.10			
—	20	—	Dº	90	1st	40034.14.10			
—	22	—	Dº	91	13th	1783.2.2			
—	—	—	Dº	92	—	261.13.9			
—	26	—	Dº	94	22	3863.—			
—	29	—	Dº	98	27th	2655.—	7670318.3		
June 2	—	—	Dº	95	23	2534.—			
—	3	—	Dº	96	25th	2618.5.10			
—	—	—	Dº	97	—	1926.1.3			
—	8	—	Dº	98	6th June	1898.—			
—	12	—	Dº	99	1st	15.7.9			
—	—	—	Dº	100	—	175.7.1			
—	—	—	Dº	119	5th	1659.8.—			
—	—	—	Dº	Carried forward	Rupees	9926.13.11	3980904.10	774452	5 8

1864									
			Brought forward	Rs		9926.13.11	3980904.10	774.452	5 8
June 15	By	Draft	№ 101	dated 3d June 1864		498.13.4			
—	—	—	Dº	102	—	345.8.2			
—	16	—	Dº	103	5th	7136.14.—			
—	—	—	Dº	104	—	562.8.—			
—	—	—	Dº	105	—	416.14.10			
—	—	—	Dº	106	—	11332.1.2			
—	—	—	Dº	107	—	1484.12.9			
—	—	—	Dº	108	—	708.12.—			
—	—	—	Dº	109	—	761.6.—			
—	22	—	Dº	112	10th	27404.15.1			
—	—	—	Dº	113	—	926.5.4			
—	23	—	Dº	114	15th	2021.14.9			
—	24	—	Dº	116	—	273.—.9			
—	27	—	Dº	116	16th	144.8.3			
—	—	—	Dº	117	—	4856.10.—			
—	—	—	Dº	118	—	100.—.—			
—	—	—	Dº	119	17th	2500.—			
—	30	—	Dº	120	20th	177.10.9			
—	—	—	Dº	121	—	6792.2.—	7837121	476461	6 11

Add - Amount transferred from the Railway - Survey beyond Cullian's account under Government Resolution № 222 dated 3d June 1854 — 21084.—.7

1271997 13 2

Deduct Amount paid into the General Treasury on account of Capital on the 2d March 1854

Rupees — 189542.15.1.

Ditto — Ditto on the 13th June 1864 by the Great Indian Peninsula Railway Company as per Government Resolution № 228 dated 5th June 1854 on account of sums previously drawn through the following drafts viz.

Store and Cotton charges

1853 March 22d By Draft № 23 dated 14th Instant — 1626.14.4.

June 3d — Dº — 15 — 19th Ult. — 47.9.2

" 14 — Dº — 7811 — 3rd Inst. — 1000.—.— — 2674.—.7.6.

Portion of a Draft № 87 transferred from this account to the South Eastern extension Account — 2.14.—

Amount transferred to the Credit of this Head as per Government Memorandum № 258 dated 30th June 1864 Rupees — 771777.14.2 — 963998 2 9

Rupees — 307999 10 5

Examined and found to be correct

(Sd) J. R. Watt
Secretary Great Indian
Peninsula Railway Company

Bombay
Accountant Genl's Office
30th June 1864
Errors excepted
(Sd) S. J. Blane
Dy Accountant Genl in charge

Maharashtra State Archives

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Half yearly Statement of Charges incurred for Railway Surveys beyond Cullian, ending the 30th June 1854.

Date of Payment						
		Charges incurred during the half year ending 30th June 1851			601.12.7.	
		Ditto	ditto	30th June 1852	23686.11.2	
		Ditto	ditto	31st December "	26259.6.7.	
		Ditto	ditto	30th June 1853	22726.9.10	
		Ditto	ditto	31st December "	23717.7."	96991.15.2.
1854 Jany	7	By Amount paid as P. Draft. No. 33 dated 29th December 1853			1700.."	
"	20	" Do.	No. 5 dated 9th January 1854		1500.."	3200."
Feby	7	" Do.	9	28	"	3200."
March	11	" Do.	12	1st February	"	3200."
April	1st	" Do.	13	22nd March	"	3200."
May	4th	" Do.	21	24th April	"	3200."
June	3	" Do.	24	25th May	"	3200."
						19200 " "
						116.191.15.2.

Deduct

Amount transferred to North Eastern Extension as per Government letters as follows:

No. 61 dated 31st March 1854			479.8.1	
" 62	"	"	6031.5.7	
" 89	24th April	"	124.6."	728.6.7
" 91	"	"	1742.1.3	2949.14.11.
" 222	3d June	"	5258.4.5	55458.3.4

Amount transferred to South Eastern Extension as per Government letters as follows:-

No. 74 dated 11th April 1854			1163.2.2	
" 75	"	"	894.11.6	
" 92	24th	"	1324.12.11	3382.10.7
" 222	3d June	"	19999.10.2	23382.49.

Amount transferred under Government Resolution No. 222 dated 3d June 1854, to the Experimental Line Account — 21084." 7 — 99924 8 8

Rupees 16267 6 6

Examined and found to be correct

(Sd) T. R. Watt

Secretary Great Indian Peninsula Railway Company.

Bombay Accountant Genl's Office 30th June 1854

Errors excepted

(Sd) G. A. Blane

Dy Accountant General in charge

Maharashtra State Archives

14. S-14

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15.

Half yearly Statement of Charges incurred for South Eastern Extension ending the 30th June 1854.

Date of Payment								
					Charges incurred during the Half year ending 31st December 1853		4250. 9. 3	
1854 January	6	By amount paid as per Draft. No 32. dated 27th Dec. 1853				3716. 13. 6		
"	13	"	Do.	No 2 dated 3 January 1854		750. 10. 11		
"	"	"	Do.	4	" "	293. " 3		
						4760. 8. 8.		
February	6	"	Do.	8	27th	3829. 12. "		
March	4	"	Do.	11	24th February	3829. 12. "		
April	1	"	Do.	15	22d March	3829. 12. "		
"	22	"	Do.	17	11th April	165. 2. 10		
"	29	"	Do.	18	19th " "	396. 6. 10		
						4391. 5. 8		
May	4	"	Do.	19	24th " "	4142. 4. "		
June	3	"	Do.	23	26th May	4892. 4. "		
							25845 14 4	
							30096. 6. 7	

Add.

Amount transferred from the Railway Survey beyond Culhain's Account as per Government letters as follows

No. 74 dated 11th April 1854			1163. 2. 2	
" 75	"	"	894. 11. 6	
" 92	24th	" "	1324. 12. 11	3382. 10. 7
" 222	3d June	"	19999. 10. 2	
Portion of Draft. No 37 transferred from the experimental Line account			2. 14. "	
				23385. 2. 9
Rupees				53481. 9. 4

Examined and found to be correct
(Sd) J. R. Watt
Secretary, Great Indian Peninsula
Railway Company

Bombay
Accountant Genls Office
30th June 1854
Errors excepted
(Sd) G. I. Blane
Dy. Accountant General in charge

Maharashtra State Archives

16.

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17.

Half yearly Statement of Charges incurred for North Eastern Extension ending the 30th June 1854

Date of Payment								
					Charges incurred during the half year ending 31st Dec. 1853		4513.9.2	
1854 Jany	6	By Amount paid as p Draft No. 31 dated 27th December 1853				3.844.12.-		
— "	13	"	Dr	No. 1	dated 3 January 1854	347.11.11		
— "	"	"	Dr	3	" "	417.8.8	4610.-.7	
Febry	6	"	Dr	7	27th "	4194.12.-		
— "	"	"	Dr	6	" "	76.-.-	4269.12.-	
March	7	"	Dr	10	24th February	"	4194.12.-	
April	1	"	Dr	14	22d March	"	4194.12.-	
— "	22	"	Dr	16	11th April	"	165.2.11	4359.14.11
May	4	"	Dr	20	24th "	"	"	4207.4.-
June	3	"	Dr	22	25th May	"	"	4207.4.-
								25848.16.6
								30362.8.8

Add

Amount transferred from the Railway Survey beyond Cullian's Account as P Government letters as follows.

No. 61 dated 31st March 1854			479.8.1	
" 62	"	"	"	603.15.7.
" 89	24th April	"	124.6.-	728.5.7.
" 91	"	"	"	1742.1.3
				2949.14.11.
" 222	3 June	"	32508.4.5.	55458.3.4
			Rupees	85820.12.-

Examined and found to be correct
(Sd) J. R. Watt
Secretary Great Indian Peninsula Railway Company

Bombay
Accountant General's Office
30th June 1854
Errors excepted
(Sd) G. S. Blane
Dy Accountant General in charge

Maharashtra State Archives

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No. 81

Half yearly Statement of Interest payable by the Honble East India Company on the Capital deposited in the General Treasury, Bombay, by the Great Indian Peninsula Railway Company, ending 30th June 1854

	Amount of Capital			Period for which Interest is payable From	To	Days	Rate per Cent	Amount of Interest		
Amount deposited to 31st December 1853 on old shares	1243.916	2	4	1st January 1854	30th June 1854	181	5	30842.	4.	10
Ditto ditto on 2d March 1854 on new ditto	189.542	15	1	2 March	"	121	do	3141.	11.	10
Total Amount deposited to 30th June 1854 Rupees	14.33.459	1	5	Total amount of Interest Rs				33984	-	8

Examined and found to be correct

(Sd) J. R. Watt

Secretary Great Indian Peninsula Railway Company

Bombay
Accountant General's Office
30th June 1854
Error excepted
(Sd) G. J. Blane
Dy Accountant General in charge

Maharashtra State Archives

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Railway Department

Despatch
to
Honorable Court

No. 21 G

Dated 11th September

1854.-

Maharashtra State Archives

22.

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23.

S. 23

No. 21/G/ of 185 1/.

Territorial Department,
Finance.
(Railway Branch.)

To

The Hon'ble the COURT OF DIRECTORS

For Affairs of the Hon'ble East India Company,

LONDON.

Dated Bombay, 11th September 185 1/.

Hon'ble Sirs,

Railways.
Great Indian Peninsula Railway Company, Affairs of.

We have the honor to transmit herewith a copy of the proceedings which have passed subsequent to those forwarded with our despatch of 30. ultimo, No 19 G, relative to the affairs of the Great Indian Peninsula Railway Company.

2. The papers numbered 1210 to 1212 are in continuation of the correspondence referred to in para: 4 of the above despatch. Your Honble Court will observe, that, under the representations of the Committee of Directors contained in the letter of 31st. ultimo annexed as Voucher 1210, and its accompaniments, and for the reasons which are noticed in our Resolution of 7th instant

Maharashtra State Archives

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instant, we have authorised the Directors recommending to the London Board a proposition for a line being Surveyed from some point beyond — Agherpurh to Delhi. This permission however, it will be perceived, is accompanied with a proviso that the Surveys now in progress and which are being carried on in accordance with the special instructions of your Hon'ble Court, are in no degree retarded or interfered with by the proposed operations.—

3. We have received from the Government of India the instructions for which in our letter of 14th April last, No 8, we informed your Hon'ble Court we had applied to that authority regarding the rules to be observed in the conveyance of troops by railway. To that letter and our proceedings consequent thereon, we beg to call the attention of your Hon'ble Court.—

Vols 1193 & 1198.—

We have the honor &c
Jas Elphinstone
" J. Warden
" J. G. Lumsden.—

Bombay Castle,
11th Sept. 1854.—

No
H. of.

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List of accompaniments to Letter to Hon'ble Court No. 21 G dated 11th September 1854.

1162 Govt Resolution on Despatch No 13 of 5th July 1854
1163 To Secy Railway Cy. No 329
1164 From Secy Ry Compy No 787 of 15 August 1854
1165 Memo by the Offg Secy to Govt No 295 of 22 Augt 1854
1166 From Secy Ry Compy No 819 of 23 Augt 1854
1167 Govt Resolution of 5 Septr 1854 Comd under No 315
1168 To Secy Ry Compy &
1169 To Accountant General.—
1170 From Secy Ry Compy No 881 of 23 Augt 1854 with accompt
1171 Govt Resolution of 5th Septr 1854 Comd under No 318
1172 To Secy Ry Compy.—
1173 From Secy Ry Compy No 818 of 23 Augt 1854.
1174 Govt Resolution of 5 Septr Comd under No 319
1175 To Secy Ry Compy
1176 To Accountant General
1177 From Secy Ry Compy No 861 of 4 Septr 1854 with accompt.

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1178 Govt Resolution of 27 Septr 1854 cond under No 326

1179 To Secy Ry Compy:

1180 From Secy Ry Compy No 807 of 5 Septr 1854 with accompt.

1181 Memo: by Supy Engineer No 205 of 8 Septr 1854

1182 From Secy Ry Compy No 808 of 5 Septr 1854 with accompts.

1183 Memo by Supy Engineer No 206 of 8th September 1854

1184 From Secy. Ry Company No 828 of 25 Augt 1854

1185 Govt Resolution of 5 Septr 1854 cond under No 316

1186 To Secy. Ry. Compy

1187 To Acting Collector of Salsette

1188 From Secy Ry Compy No 816 of 22 Augt 1854 with accompt

1189 Memo by the Supy Engineer No 202 of 31 August 1854

1190 From Secy Ry Compy No 809 of 22 August 1854 with accompts.

1191 Govt Resolution of 5 Septr 1854 cond under No 320.

1192 To Secy. Ry Compy.

From

27.

1193 From the Offg Secy to Govt of India No 806 of 28th July 1854

1194 Govt Resolution of 1 Septr 1854 cond under No 310

1195 To Secy Ry Compy and 1196 Quarter Master General of the Army

1197 Transfer to Military Deptt under No 311.

1198 Offg Secy to the Govt of India No 312.

1199 From Secy. Ry. Compy No 870 of 5 Septr 1854

1200 Govt Resolution of 8 Septr 1854 cond under No 327.

1201 To Secy Railway Compy

1202 To Acting Collector of Salsette

1203 Memo: from Deputy Accountant General in Charge No 7.79 Septr 1854.

1204 From Secy Ry Compy No 799 of 17 August 1854 with accompt

1205 Memo: by Supy Engineer No 201 of 29 August 1854

1206 Memo by Secy Ry Compy No 848 of 31 Augt 1854

1207 Memo: by Supy. Engineer No 203 of 2 Septr 1854

Govt

Maharashtra State Archives

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1208 Govt Resolution dy 7 Sept 1854 cond under No 325

1209 To Secy Ry Company.—

1210 From Secy Ry Company No 851 dy 31st Augt 1854 with accompt.—

1211 Govt Resolution dy 7th Sept/54 Cond under No 322

1212 To Secy Ry Company

1213 From Secy Ry Company No 846 dy 30th August/54 with accompt.

1214 Govt Resolution dy 5 Sept/54 Cond under No 317

1215 To Secy Ry Company.—

1216 From Secy Ry Company No 864 dy 4th Sept/54 with accompt

1217 Govt Resolution dy 7 Septr/54 Cond under No 324.

1218 To Secy Ry Company —

1219 From Secy Ry Company No 860 dy 4th Septr/54 with accompt.

1220 Govt Resolution dy 7th Septr/54 Cond under No 323.

1221 To Secy. Ry Company

1222 To Accountant General.

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Resolution on Railway Despatch from the Hoible Court, No 13 dated 5th July 1854

Furnish copy of a letter No 41 of 1854, addressed by the London Board of Directors of the Great Indian Peninsula Railway Company to the Committee of Bombay

The copy of the letter now forwarded contains the first intimation Government have received that any proposition relative to the granting of free passes had ever been before the Committee of Directors

The Committee at Bombay to be informed that the subject being one so intimately connected with that of finance Government considers that they should have been consulted previously to any recommendation of the sort being made to the Home Authorities

The rates of pay and classification of the Railway staff referred to in para 3 has

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been the subject of a subse-
-quent letter since received,
and the arrangements pro-
-posed have been sanctioned.

9th September, 1854. (Sd) Elphinstone,
" / Warden,
" / G. Lumsden.

No. 329 of 1854.

Financial Department,
(Railway Branch).

To,

Secretary G. I. P. Railway Company.

9th September 1854. By H. E. Goldsmid,
Offg Chief Secy to Govt.

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Great Indian Peninsula Railway Company

Offices. Bombay
15th August 1854.

No. 787 of 1854.

To

C. E. F. Tyth Esquire
Offg Chief Secy to Government
Financial Department
(Railway Branch)

Sir

I am instructed to apply to the Right Honorable the Governor in Council for authority to the Committee to increase the amount of the monthly draft upon the Sub-Treasurer for salaries in this Department by Rupees fifty (50) the Board by their letter of the 9th June last having advanced the salary of Vinaick Pandooring chief accountants clerk from Rupees 100 to Rupees 150 per month.

2 The Board being silent as to the date from which this increase is to take effect, the Committee would have suggested that it should be allowed from the 9th instant the date of the receipt of the Board's letter had there been no special reason for giving it retrospective action, but it

is

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is the opinion of the Committee that the case merits different treatment.

3 Government will remember that my letter of the 22d March last sought sanction to increase Vinaeck's Salary Rupees 50 per month out of the unappropriated balance of the sum placed by the Board at the disposal of the Committee for Native clerks - when Government by their resolution No. 159 of the 18th April, in reply, directed that the application should be permitted to the Board, and the benefit intended to Vinaeck was in consequence postponed.

4 The Committee consider that he ought not to be a sufferer from this circumstance and the more particularly as the duties performed by him and the manner of their execution fully warranted the increase at the time it was recommended, and I am therefore to request that Government may be pleased to authorize a draft being presented to the Sub Treasurer for Rupees 200, the amount of the difference between the rate at which he has already been paid and the increased rate per month calculated as from the 1st April last to the 31st July, thus giving him the increased salary as originally contemplated from the 1st April 1854.

I have

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I have the honorable &c
(Signed) J. R. Watt
Secretary G. I. P. Ry. Comp.y

No. 295 of 1854
Financial Department
(Railway Branch)

The Railway Company are requested to have the goodness to state, for the information of the Right Honble the Governor in Council, why they would propose that the sanction for the increase of pay to Vinaek Pandooring should have a retrospective effect, whilst the same rule is not made to apply to the pay of the Members of the Engineering staff, the increase in this latter instance commencing only from the date of the receipt of the letter sanctioning the transaction.

Bombay Castle
22d August 1854

By order &c
(Sd) C. E. Fraser Sytler
Offg Secy to Govt

Great

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Great Indian Peninsula Railway Company

Offices Bombay

23d August 1854

No. 819 of 1854

To

C. E. F. Tyther Esqr

Offg. Chief Secy to Govt

Financial Department

(Railway Branch)

Sir,

I have the honor to reply to your Memorandum, No. 295 of yesterday's date for the information of his Lordship in Council that the distinction the Committee draw between the case of Vnaick Pandoorung and that of the Members of the Engineering staff is, that while in the latter the Committee were obliged to refer the applications for the decision of the Board having no power to increase the salaries. they had the means at their disposal in the former of increasing the salary, with the concurrence of Government, a balance exceeding the amount of the proposed advance remaining unappropriated of the sum of Rupees 400. which the Board by their letter

of

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of 8th December 1849 authorized to be expend-ed for Native clerks; and at the time of making the recommendation to Government in Vnaick's case transmitted in my letter of 22d March last, they were under the impression that the same course would be followed as in the analogous instance of Hurrichund Balcrustna Native clerk an increase to whose pay from the date of the Committee's recommendation was sanctioned by Government letter No. 722 of 28th November 1852, otherwise the Committee would have named the date which they Considered the increase should be paid.

My letter of the 15th Instant is returned herewith

I have the honor to be

(Signed) J. R. Wall

Secretary

Resolution on letter from Secretary Great Indian Peninsula Railway Company No. 787. d/15th August 1854, requesting authority to raise the amount of the monthly draft for salaries in the Secretary's Department by Rs 50/ fifty the pay of Vnaick Pandoorung, clerk in the Accountants Office, having been increased by the London Board from Rs 100 to Rs 150 per month, requesting

further

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further that the sanction to the increase may be allowed to take effect from 1st April last, and the Committee be authorized to draw for the amount due to Ernakt Pandooreng from that date. Also on Railway Company's letter No. 819 d/ 23d August 1854.

Allowed

5th September 1854

(Sd) Elphinstone
" J. Warden
" J. G. Lumsden

No. 315 of 1854

Financial Departt
(Railway Branch)

To

Secretary G. I. P. Railway Company

To

Accountant General

5th September 1854

(Sd) H. E. Goldsmid
Offg Chief Secy to Govt

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Great Indian Peninsula Railway Company

Offices, Bombay
23d August 1854.

No. 817 of 1854.

To,
C. E. F. Jytter Esquire
Offg Chief Secretary to Govt
Financial Department
(Railway Branch)

Sir,

By desire of the Committee annexed is forwarded for submission to the Right Honble the Governor in Council Copy of a Report dated the 18th instant, from the Traffic Manager, stating that Ballaji Bhugwanjee, Clerk in charge at Callian Station has given notice that he will resign his situation on the 15th proxmo, and recommending that the Salary of the office be increased from Rupees 30 to such a sum not exceeding Rupees 50. per month as he may be able to obtain a successor for.

2 The Committee request that Government will be pleased to sanction the Salary of the Clerk in Charge at Callian Station being fixed at not exceeding Rupees 50. per month.

I have the honor to be &c
(Signed) J. R. Watt
Secretary

To

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To,
The Bombay Committee of
Directors.

Gentlemen,

I have to report that Ballaji Bhugwanjee the Clerk in charge at Callian has given notice that he will resign his situation on the 15th proximo.

As the duties of the Clerk in charge as well as his responsibility will be Considerably increased by the double train to Callian on the 11th proximo. I beg to recommend that authority may be given to increase the salary of the next Clerk to any sum not exceeding Rupees 50 per month that a suitable person can be found for. The present Clerks pay is Rupees 30 per month but his duties are much lighter than those of his successor will be.

Railway Office
Bombay
18th August 1854.

Jam 9th
/Sigd/ D. M. Roche

True Copy
/Signed/ J. R. Watt
Secretary
Reso.

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Resolution on a letter from Secretary G. I. P. Railway Company No 317, dated 23d August 1854 requesting Sanction to the Salary of the Clerk in Charge at Callian Station being fixed at a sum not exceeding Rupees 50/ Fifty per month.

Authorized.

/Sigd/ Elphinstone
5th September 1854. " J. Warden
" J. G. Lumsden

No 318 of 1854.

Financial Department
/Railway Branch/

To Secretary G. I. P. Ry Company

/Sigd/ H. E. Goldsmid
5th September 1854. Chief Secretary to Govt.

Copy sent by Post
J. M. J.

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Great Indian P. Railway Company
Offices Bombay
23rd Augt 1854

No 818 of 1854

To,
C. E. F. Tytler Esquire
Offg. Chief Secy. to Government
Financial Department
Railway Branch

Sir,

I am desired to bring before the Right Honorable the Governor in Council for reconsideration the arrangement under which the money to pay Salaries and wages in the Traffic Department is now obtained by the Company, the Traffic Manager having reported to the Committee that several of the workmen are very dissatisfied in consequence of the time which necessarily under the present system elapses after the end of each month before payment is made.

2 The existing rule is that the Pay Bills shall on being submitted to Government for sanction have attached to them an abstract showing the proportion of the total amount of the Bills chargeable respectively to Capital and Revenue accounts. Thus the pay bills cannot

be

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be rendered in anticipation of the closing of the month as the month must have terminated before the abstract can be compiled, the appropriations of the amounts to Capital and Revenue being made according to the nature of the work at which the individual may have been employed.

3 In consequence it is always some five or six days after the end of the month before the bills are ready to be sent to the Superintending Engineer for examination and countersignature to the cheque for the portion payable out of Revenue and for endorsement to the draft for the proportion payable out of Capital, and when they have been received back with the cheque and draft further delay is occasioned by the necessary form of obtaining the acceptance of the Accountant General to the draft before the amount of it can be drawn by the Bank and placed at the disposal of the Committee; hence the 10th or 11th of the month usually arrives before the salaries and wages are paid.

4 It appears to the Committee to be very desirable to remove

from

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from the mind this ground of dissatisfaction felt particularly by those Europeans who have been employed in England where wages are paid weekly, or at the longest fortnightly with the greatest regularity immediately at the close of the period, and one of whom lately arrived, has represented that he considers his agreement vitiated by the delay in paying him wages, if providing for monthly payments, a view however which the Committee do not adopt.

5 I am therefore to request that Govt. will be pleased to authorize the following arrangement in lieu of that now in force which will meet the necessities of the case Viz.

That the Committee may towards the close of the month present to the Supg. Engineer for countersignature a cheque upon Revenue Account for such a sum not exceeding Rs. 5000 as the Traffic Manager may report to be required to meet salaries and wages in his Department, the Pay Bills after the salaries and wages have been paid, with the Abstract, to be forwarded to the Supg. Engr. for examination with a draft for endorsement upon Capital Account for the proportion chargeable to that account

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account to reimburse Revenue account-

Share the hour to be-
/Signed/ T. R. Watts
Secretary

Resolution on letter from Secretary G. I. P. Railway Company, No. 818, dated 29th August 1854 requesting that, in lieu of the present arrangement under which the salaries and wages in the Traffic Department are paid the Committee may be authorized to present to the Supg. Engineer, towards the close of each month, for countersignature, a cheque upon Revenue account for any sum not exceeding Rs. 5000/ five thousand/ that the Traffic Manager may report to be required to meet the salaries and wages, the pay bills, with abstract, being afterwards forwarded to the Supg. Engr. with a Draft for Endorsement upon Capital account for the proportion chargeable thereto, to reimburse Revenue account.

Proposed arrangement
approved and authorized.

5 Septr 1854- /Sigd/ Elphinstone
" J. Warden
(") J. G. Linnaden

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No 319 of 1854
Financial Departt.
/Railway Branch/

To Secy. G. I. P. Railway Company.

To Accountant General-

5th Septr 1854- /Sigd/ H. E. Goldsmid
Offg. Chief Secy. to Govt

F. W. Y.

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Great Indian P. Railway Company
Offices Bombay
4th Septr 1854

No. 861 of 1854

To
H. E. Goldsmith Esquire
Secretary to Government
Financial Department
/Railway Branch/

Sir,

I have the honor to be forwarded for submission to the Right Honble the Governor in Council Copy of a letter from the Traffic Manager dated 1st instant, pointing out that the arrangements under which the Trains will be worked from the 11th instant require that an extra guard at wages not exceeding Rs 30 per month, and a night fireman at Callian at wages not exceeding Rs 18 per month should be appointed.

The Committee request that Govt will be pleased to sanction this outlay.

I have the honor to be
/Signed/ J. Ra Walt
Secretary

No.

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No 226 of 1854

To

The Committee of Directors

Bombay

Gentlemen

As the new arrangement of trains commencing on the 11th instant will require the services of all the three guards now on the staff daily it will be necessary to appoint an extra guard to relieve the others occasionally or to work any special trains that may be required, as well as to act in case of sickness or accident to the others now I beg therefore to apply for your authority to appoint a man in this capacity immediately at any salary not exceeding Rs 50 per month, that a suitable man can be obtained at.

I beg also to apply for your authority to appoint a night fireman for Callian to get steam up there at night at a salary not exceeding Rs 18 per month.

Railway Office
Bombay
1st Septr 1854

I am &c
(Sigd) D. M. Roche

True Copy
(Sigd) T. R. Watt
Secretary

Resolution

Resolution on letter from Secy. G. I. P. Railway Company, No 361, dated 4th Septr. 1854, requesting sanction to the employment of an extra guard at wages not exceeding Rs 50 per month, and a night Fireman at Callian, at wages not exceeding Rs 18 per month.

Allowed
(Sigd) Elphinstone,
" J. Warden,
" J. G. Lumsden

7th Septr 1854

No 326 of 1854

Financial Departt.
Railway Branch

To Secy. G. I. P. Railway Company

7 Septr 1854

(Sigd) H. C. Goldamid
Offg. Chief Secy to Govt

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Great Indian Peninsula Railway

No. 867 of 1854

Bombay 5th September 1854

Memorandum

Abstract of sundry expenses incurred in the Locomotive Department in the Rs 215.5.5 months of July forwarded with a cheque for Countersignature for the proportion chargeable to Revenue, and with a request for authority Rs 215.5.5 to draw the amount chargeable to Capital from the General Treasury.—

Wm. T. R. Watts
Secretary

To

H. E. Goldsmid Esqr
Offg Chief Secy to Govt
Financial Department
(Railway Branch)

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Great Indian Peninsular Railway

Summary of sundry payments made by the authority of the Bombay Committee of Directors, late Secretary's letter 669 of 1854 with the several amounts classified under the heads of accounts to which they are chargeable for the month of July 1854.

	No. of Acct	Capital	Revenue	Total
Supernumerary List	1	Rs. 211 9 8	25 1 9	236 11 2
Hajee Hamed	2	2 - -	- - -	2 - -
I. Mendez	3	- - 2	1 8 -	1 8 -
Khunderow Capsiath	4	- 12 -	- - -	12 -
		Rs 214 6 6	26 9 9	240 15 2

Rs a. p.
214 - 6 - 5

26 - 7 - 9

Rs 240 - 15 - 2

Capital account Dr. Rupees Two hundred and fourteen, Annas five and pies five

Revenue Account Dr. Rupees Twenty six Annas nine and pies nine

certified

(Sd) D. M. Rocke

True Copy

(Sd) J. R. Bell

Secretary

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No. 205 of 1854

Financial Department

(Railway Branch)

Memorandum

The Abstract forwarded with Memorandum from Railway Company's No. 817 dated 5th September of sundry expenses incurred in the Locomotive and Traffic Department during the Month of July has been examined, and under the sanction given in Government letter of 10th January 1854, No. 13, the Committee of Directors are authorized to draw on the Sub-Treasurer for Rupees (214. 6. 5) Two hundred and fourteen, annas five and pies five the proportion shewn to be due from Capital

2 The cheque for the amount chargeable to Revenue, Rupees (26. 9. 9) Twenty six annas nine and pies nine is herewith returned countersigned

Bombay September 8th 1854

(Sd) I. H. G. Crawford
Major
Supt Engr Ry Departt

True Copy

(Sd) I. H. G. Crawford
Supt Engr Ry Deptt

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Great Indian Peninsula Railway

No 868 of 1854

Bombay 6th September 1854

Memorandum

Abstract of Travelling expenses incurred in the Loco: Department in July forwarded with a cheque for Countersignature for the proportion chargeable to Revenue and with a request for authority to draw the amount chargeable to Capital from the General Treasury.

Rs 11.7.6.

Rs 1827

(Sd) J. R. Hall
Secretary

To

H. E. Goldsmid Esq.
Offg. Chief Secy to Govt
Financial Department
(Railway Branch)

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Great Indian Peninsula Railway

Abstract of Travelling Expenses with the Amounts Chargeable to Capital and Revenue Accounts classified under their several heads for the Month of July 1854

				Capital			Revenue			Total		
D. M. Rocke	1	4	12	7	10	7	5			15	4	
John Stones	2	4	4	"	"	"	-			4	4	
J. McDonald	3	2	8	-	-	-	-			2	8	
W. Walker	4	1	9	-	-	-	-			1	9	
W. Cooper	5	-	-	-	1	-	-			1	-	
John Victory	6	1	-	-	-	-	-			1	-	
		14	1	7	11	7	5	25	9	-		

Rs. A. P.
14-1-7 Capital account Dr. Rupees Fourteen, one anna and seven pies.

11-7-6 Revenue account Dr. Rupees Eleven annas seven and pies five.

certified

(Sd) D. M. Rocke

True Copy
(Sd) J. R. Watt
Secretary

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56. A

No. 206 of 1854

Financial Department
(Railway Branch)

Memorandum

The Abstract forwarded with Memorandum from Railway Company, No. 868, dated 5th September of Travelling Expenses incurred in the Locomotive and Traffic Departments during the month of July has been examined, and, under the sanction given in Government letter of 10th January 1854, No. 13, the Committee of Directors are authorized to draw on the Sub. Treasurer for Rupees (14.1.7) Fourteen anna one and pies seven the proportion shewn to be due from Capital.

2 The Cheque for the amount chargeable to Revenue Rupees (11.7.5) Eleven annas seven and pies five is herewith returned countersigned

Bombay
September 5th
1854.

(Sd) J. H. G. Crawford
Major
Supt Engr Ry Departt

True Copy
(Sd) J. H. G. Crawford
Major
Supt Engr Railway Departt

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Great Indian Peninsula Railway Company
Offices Bombay
25th Augt 1854

No 828 of 1854

To
C. E. F. Lytler Esquire
Officiating Chief Secy. to Govmt
Financial Department
(Railway Branch)

Sir

I am desired to forward for submission to the Right Honorable the Governor in Council the accompanying tracing of the plan prepared by the Chief Resident Engineer of the land required for the Waindree station, and to request that Government may be pleased to authorize the Collector of Canara to reserve the land shown on the tracing for the purposes of the Railway.

Two Copies of the tracing shall be transmitted to the Collector.

I have the honor to be
(Signed) J. R. Watt
Secy:
G. I. P. Railway Company

Resolution

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Resolution on letter from Secy: G.I.P. Ry. Company
№828, dated 25th Augt. 1854 submitting a plan
of the land required for waindree station requesting
that the land shown thereon may be reserved
for that purpose and stating that two copies
of the tracing will be sent to the collector of
Tanna.

The Collector of Tannah
to be requested to reserve the land
in question for the purposes of a
Railway station at Wassindreeand
to report the amount of compensation
to be awarded to existing occupants if
any of the lands is in occupancy.

(Sgd) Elphinstone
5th Septr. 1854 (A) J. Warden.
(A) J. G. Lumsden.

№ 316 of 1854
Financial Departt.
Railway Branch

To Secy. G. I. P. Railway Company

To Acting Collector of Tanna
5 Septr. 1854 (Sgd) H. E. Goldsmid
Offg. Chief Secy to Govt.

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60.

Great Indian Peninsula Railway

№816 of 1854

Bombay 22nd Augt 1854

Memorandum

Copy of certificate account to
Rs Runchordas Jadowjee for landing and
conveying Cargo by the Ship Charles and of
a report by the Traffic Manager under
date the 17th instant handing it up to the
Committee attached forwarded with a
request for authority to draw upon the
Sub Treasurey for the amount thereof
Viz^t Rs Eleven Hundred and twenty
Seven annas six and pie six (1127. 6. 6.)

Government authorized the
agreement to be entered into with Runsordas
Jadowjee in their Letter №378 dated
11th Septr 1852

(Signed) J. R. Watt
Secretary

To

C. E. J. Tytler Esquire
Offg. Chief Secy to Government
Financial Departt
(Railway Branch)

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№ 212 of 1854

To

The Bombay Committee of Directors

Gentlemen

Herewith I beg to enclose a certified account of Pumchordass Jadowjee the Contractor for landing the Cargo of the "Charles" in 1852. He contracted to land the goods at a Schedule of rates embodied in his contract but on their being landed we found that there were no weighing machines here large enough to weigh several of the articles, we weighed all the goods that we could and I estimated the remainders, but the Contractor objected to receive my estimate.

After the erection of the large weighing machine at the terminus some months back I found that we could weigh most of the articles that we were unable to weigh before, and as the Contractor agreed to be satisfied with any weight that I may declare for the articles I weighed all that we could and reestimated the remainder.

The result of the first weighing and estimate of all the large articles gave 196 tons 15 cwt 0 qr and 2 lbs as the weight of

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of the cargo; the corrected weight given in the enclosed account is 837 tons 11 cwt 1 qr and 10 lbs and as only a small portion of the weights in this account have been estimated I am satisfied that it is generally correct

Railway Office
Bombay
17th Augt 1854

Yours &c
(Signed) D. M. Roche

The Great I. P. Railway Company ——— Dr.
To Pumchordass Jadowjee

For landing and conveying materials from on board the "Charles" in the year 1852 as per agreement Viz

	Tons	cwt	qr	lbs		
Pieces weighing under 1 ton	374.	13.	0	12	at	
Rupee 1 and annas 2 per ton ———						421.7.6
Ditto over 1 and under 5 tons	101	18	2	26	at	
Rs 3. 8. per ton ———						356.11.-
Ditto over 5 and under 8 tons	31.	1.	1.	1.	at	
Rs 5. 8. per ton ———						115.8.-
Coals weighing 340 Tons at 11 annas per ton						233.12.-
						Rupees 1127.6.6

(Signed) Pumchordass Jadowjee

Certified for Rs Eleven hundred and twenty seven annas six and pies six Rs 1127. 6. 6.

(True Copy) (Signed) D.M. Roche.
(Sgd) T. R. Watt
Secretary

Rs

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No 202 of 1854

Financial Department
/Railway Branch/

Mona

The Accounts of Runaday Jadowjee forwarded with Mena from Railway Company No 816, dated 22d Augt: 1854, for landing and conveying cargo by the Ship "Charles" in 1852, has been examined, and under the sanction conveyed in Govt: letter of 10th January 1854, No 13 the Committee of Directors are authorized to draw on the Sub Treasurer for the amount thereof, Rs /1127. 6. 6/ one thousand one hundred and twenty seven annas six and pies six.

/Signed/ J. H. G. Crawford
Captain
Supg Engr Ry Departt

31st August 1854.

/True Copy/
/Signed/ J. H. G. Crawford
Captain
Supg: Engr: Ry: Departt.

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Great Indian Peninsula Railway Company
Offices Bombay
22nd August 1854

No. 809 of 1854

To

C. E. F. Fyller Esquire
Offg Chief Secy to Govt
Financial Department
/Railway Branch/

Sir,

In return to Government Resolution No 280 of the 24th Ultimo herewith I have the honor to forward for submission to the Right Honble the Governor in Council copy of a specification of the nature of the work required to be done in the Fitting Shop &c at the Loco-motive Depôt, and of a Schedule of the gross quantities of each description of work, as prepared by the Chief Resident Engineer.

I have the honor to be &c
by Thos R. Watt
Secretary.

Schedule

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Schedule of Quantities in Smithy and Fitting Shop

638	Cubic Yards.	Excavation
976	—— Do ——	Rubble
165	—— Do ——	Brickwork
10	—— Do ——	Block and Course
30	Cubic Feet	Ashlar
214	Cubic Yards	Filling in
86	Squares ——	Roofing, Matting and Tiling
198	Cubic Feet —	Teak Framing
553.	Lin.l Feet —	Teak Casings
806	Supl Feet —	Doors.
507	—— Do ——	Windows
1	Square —	Roof Gutter
6	Cwt ——	Iron work
		Painting & Colouring

True Copy
by Thos R. Batte
Secretary

Great

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Great Indian Peninsula Railway
General Stipulations
For Smithy and Fitting Shops

Excavation

The Contractor will be required to excavate the ground to the proper levels for the construction of the foundations, drains and all other works for which the ground will require to be excavated, to fill in and consolidate properly the ground about all the footings drains and other works, and to fill up and level the ground about the buildings, so far as shall be found requisite, and finally to remove and cart away all rubbish, superfluous ground and useless matter, arising from the performance of the various works.—

The Contractor must bale out draw off, or pump away and remove all water, which may come into the foundations from Springs rain or other causes.

Brickwork

The Bricks to be used throughout the work shall be made of clay which has been well tempered, and properly exposed to the weather, and shall be hard, sound and well

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well shaped thoroughly burnt, and of uniform size with those used in the face of the work.

No broken bricks will be permitted to be used externally unless absolutely necessary as closers.

No difference of workmanship will be allowed in the inside and outside work. Every course shall be well grouted the whole of the joints shall be flushed up solid with mortar, and the outside joints neatly pointed and drawn. No joint of Mortar shall exceed one quarter of an inch in thickness, and the work shall be laid in English or Flemish bond as the Engineer may direct. In all cases where bricks on edge are used as coping, they shall be of the hardest description of bricks and all of uniform shape, and they are to be laid as headers in good strong Chunam. All bricks in arches shall be laid as headers in as many rings as the Engineer may direct, and care must be taken that all the bricks radiate properly from the Centre of the Arch wherever the joints of two rings coincide, they must be connected together with bond bricks.

The Contractor will not be allowed to build overhanded or from the inside any of the outside

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outside, or face brickwork, and they must provide all scaffolding & stages necessary for laying it in every case from the outside.

The Contractor shall provide at their own cost, all Centres, which shall be of such form of construction and of such strength as the Engineer shall approve.

Stone.

All stone used throughout this Contract shall be from such quarry, and of such description as the Engineer shall approve. It shall be free from spots and flaws of every description, and all stones that shall be rejected by the Engineer, shall be immediately removed from the works.

Chunam or Mortar.

The mortar or Chunam shall consist of fresh Burnt Kankar lime, of the best quality of the second sort or other lime of equal goodness to be approved of by the Engineer, and clean, sharp sand in proportions of one and a half measures of sand to one of lime in shell, except in such cases as the Engineer shall order a different proportion.

Great

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Great care shall be taken to procure lime free from the action of salt. It shall be effectually protected during the monsoon and no lime that is injured by the weather shall be allowed to be used in the work

The sand shall be sharp and clean and entirely free from salt water and large payment of shell.

The lime and sand must be mixed and ground twice under rollers and be well tempered with the proper quantity of water.—

The proportion of lime and sand, as ordered by the Engineer shall be carefully kept to, during mixture, and gauge boxes will be required to be used for the purpose.—

Ashlar work

The Ashlar work shall consist of stones of such size, and wrought to such shape as shall be directed. The greatest care will be required to dress all the beds and joints to accurate planes and truly square to the face of the work, as no pinning of any kind will be allowed.—

The stones must be Chisel

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chisel dressed on all exposed surfaces and the whole laid carefully in Mortar, and all the joints well pointed.—

When the Engineer shall deem it necessary the work shall be clamped together with iron Clamps run in with lead, and all holes for holding down bolts and sinking for fitting the machinery shall be cut, and dressed as directed.—

Block and Course Work.

The Block and Course shall consist of stones in courses at least six inches thick and as much of an uniform thickness as practicable, and shall be laid in such proportion that there shall be a header to every stretcher.—

No stone shall be less in the bed than 12 inches by 9 inches, and every header shall be a through stone of not less than 12 inches wide on the face.

The beds and joints of each stone shall be carefully tooled to accurate planes, and the back of each stone shall be squared, as no pinning of any kind will be allowed throughout

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throughout the work. The faces of the stone is to be left rough, but all quoins shall have a Chisel draught cut on each face along the Arrises.—

In any arches consisting of block and course work, the beds shall be worked true with the greatest care, and the proper summering must be given to each stone in the arch.—

The whole of the block and course shall be carefully laid in Mortar, well grouted and neatly pointed.—

Rubble

The Rubble shall consist of large flat bedded stones hard and not less than 4 inches in thickness each containing one quarter of a Cubic foot or there-abouts, they must be carefully laid so as to make the closest possible work and each stone must be bedded in mortar and scabbled if necessary, the upper surface of the work being brought to an uniform level at every 12 inches in height and the whole course well grouted.—

All Rubble that has been built more than eighteen hours must be thoroughly washed with fresh water twice every day for so long a

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a time as the Engineer shall direct.—

There shall be through stones at every six feet in each course, and the stones forming the angles of the Building and the sides of the large Doorways shall not be less than six inches thick and Eighteen inches in length.

Stone lintels shall be fixed in the outer face of the work over all such door and window openings as are not arched in these stones shall be at least one foot longer than the width of the opening, and not less than 10 inches high in the middle.

Carpenters and Joiners work

The Contractor is to provide all materials and frame, fix and complete all Carpenters and Joiners work which will be requisite for the Completion of the buildings according to the drawings.

The Timbers and planks are to be cut square, entirely free from Sapwood, shakes large knots, and all other defects. If any part or parts of the joiners work should shrink or fly before the completion of the work comprised in this Contract the Contractor

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Contractor is to take down refix and make good the same together with all the works that may be affected thereby at his own expense.—

The Contractor is to provide and fix all proper nails, screws, bolts, nuts hanging and stirrup irons and other needful Iron works of the best quality.—

He is likewise to provide and put in all wood bricks, necessary for fixing such works as require them.—

True Copy
by Thos R. Watt
Secretary

Great Indian Peninsula Railway
Specification
For Smithy and Fitting Shop

Foundations and walls

The whole of the foundations and walls with the exceptions herein-after mentioned, shall be built of rubble of the quality specified in the general stipulations. The partition walls between the Smithy Fitting shop and Engine House, a portion of the wall

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wall three feet in height Commencing at such distance from the floor as the Engineer shall direct and extending through the entire length of these walls, shall be built of block and course in order to carry the bearing for the main shafting of the machinery. The sides of the large Doorway in the Partition wall between the Smithy and Fitting shop shall likewise be built of Block and Course extending to a width of 3 feet on each side of the Doorway. The Arch over the Doorway shall also be turned in block and Course the arch stones being alternately twelve and eighteen inches in length the whole of this block and course must be carefully bonded with the adjacent Rubble. The Arches over all the Doorways excepting that above-mentioned shall be turned in

Arches

Chimneys

brickwork. The Engine Chimney and the Chimneys for the Smiths fires, must also be built of brick but their foundations are to be of rubble and so much of the Engine Chimney as shall be directed by the Engineer is to be lined with fire bricks which will be supplied by the Railway Company, but must be laid by the Contractor all the brick must be well bonded with the Rubble in Contact with the

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with 6 Teak Lintel planks 3 inches thick and dressed on the lower surface, must be provided to cover on the inside such of the door and window openings as are not arched over, these planks must be 16 inches longer than the greatest width of the opening.—

Lintel

Roofs

The Roofs shall be constructed of the sizes and scantlings shown on the Drawings. The whole of the Trusses, Purlins Wall plates Rafters and ridge pieces shall be of the best Jenthem Teak and Teak Templets each 2 feet 6 inches long and 8"×4" in scantling shall be placed under the ends of each Tie beam. The Rafters shall be 2 inches wide and 3 inches deep, they must be nailed down securely and the clear distance between them must not exceed 12 inches. The Outer ends of the Rafters must be cut vertically and a Facia plank of Jungle Teak 6 inches wide 3/4 inch thick dressed on the outer side and beaded, must be fixed so as to cover the ends of the Rafters, with a nail in every rafter. The laths must be sawn of Gyne or Jungle Teak 2 inches wide and half inch thick and laid 2½ inches apart in the clear and they must be nailed down to every rafter which they cross. Two Louvres are to be constructed over the Smithy of the height

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height and dimensions shown on the Drawing. The whole of the Roofing shall be covered with Bamboo matting and double tiling and the Ridges and Eaves shall be set in Chunam.—

Gutter

Gutter boards shall be laid where directed they shall be of Teak 3/4 inch thick and supported on bearers 3 feet apart they shall be covered with Canvas and Gunny Cloth upon which a second thick coat of Cunnum shall be laid.—

Girders over water Tank

Teak girders 20 feet long 6 inches wide 12 inches deep and five in number shall be fixed over the Boiler House 4 feet apart from Centre to Centre and notched down upon three wall plates of 8"×4" scantling extending through the entire length of the Boiler House

Air drain

An air drain shall be built of Rubble below the level of the Floor and of the dimensions shown on the Drawings. Care must be taken that the inside surface of this air drain be made as smooth as possible.—

Floor

The floor must be filled up to the proper level with dry materials, and the whole well beaten down with rammers so as to form a hard and even surface.

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Sedged Doors

The large Sedged Doors for the six arched Doorways in the large Building, shall be constructed of 1½ inch dressed Teak paning as shewn on the Drawings. Covered with 1 inch Teak planking dressed on both sides, rabbet jointed and beaded each plank not being more than 8 inches wide. The Doors for the two outer arched Doorways in the Boiler house shall be constructed of two thicknesses of 1 inch Teak planking laid diagonally across each other and each plank on the inside, shall be secured by two wood screws to every plank that crosses it on the outside, these doors shall be made folding and each leaf shall be surrounded on each side, with an iron plate 3 inches wide and ⅜ inch thick, pivetted through the Door to the plate on the opposite side All these large Doors shall be hung with long strap hinges, each working on a pintle to be fixed in a large stone set in the Bubble and run with lead.

Diagonal planked Doors

The small Doors between the Smithy and Engine and Boiler House, and the outer Doors of the Engine House shall be of Teak 1½ inch thick six panelled square framed bead flush made folding and hung with 3 inch brass butts. The Door Casings shall be of Teak 5½ inches by 3½ inches, rabbited and double headed the heads and sills being each one foot longer than the width

Panelled Doors

Door Casings

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width of the opening. The two outer doors of the Engine House shall be provided with stone sills 5ft long and 1 foot wide into which the sides of the Door Casings must be tenoned to a depth of 3 inches and the tenons set in white lead. The three inner Doorways between the Boiler spaces and Engine House will not be provided with Doors

Stone sills

The window Casings shall be of Teak 5½ inches by 3½ inches rabbited and double headed, the heads and sills being each one foot longer than the width of the opening. The windows shall consist of frames of 2½ inches square Teak beaded and filled up with Teak Venetians 6 inches wide and ⅜ inch thick fitted with small brass hinges so as to work freely and the panels shall be suspended by iron strap hinges from the heads of the window Casings

Wind'w Casings

All the iron work fitted to the Trusses of the Roof or to the Doors and windows shall receive two Coats of tar, before being fixed

Swing Venetians

Ironwork

by J. J. Berkley

August 18th 1834

True Copy

by Thos. R. Watt

Secretary

Maharashtra State Archives

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Resolution on letter from Secretary Great Indian Peninsula Railway Company No. 809, dated 22nd August 1854 forwarding copy of a specification of the nature of the work required to be done in the Fitting shop at the Locomotive Depôt Mazagon and of a schedule of the gross quantities of each description of work

Schedules of quantities and specification of the work having been furnished the Railway Company are authorised to invite Tenders.

5 Sept 1854

by Elphinstone
" J. Marden
" J. G. Lamsden

No. 320 of 1854

Financial Department
Railway Branch

To The Secretary G. I. P. Ry. Coy.

5 Sept 1854

by H. E. Goldsmid
Offg. Chief Secy to Govt

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No. 806

From

C. Allen Esquire
Offg Secretary to the Govt of India

To

H. E. Goldsmid Esquire
Acting Chief Secy to the Govt of Bombay

Dated the 28th July 1854

Home Department
Railway

Sir,

I am directed to acknowledge the receipt of your letter No. 94 dated the 20th March last reporting the proceedings of the Government of Bombay relative to the arrangements for the conveyance of Troops by Railway and in reply to state for the information of the Right Honble the Governor in Council and for communication to the Railway authorities, that with the view of introducing as far as possible an uniformity of practice among Indian Railways, the Most Noble the Governor General in Council in communication with His Excellency the Commander in Chief of India has resolved that the following rules shall invariably be observed on all occasions

of

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of European and Native Troops proceeding on duty by Rail.-

1. The weight of baggage to be carried by the Railway Company free of charge to be two tons per hundred men, and to be exclusive of side arms for officers, and of the musket in the case of the Troops.-

2. All baggage in excess of two tons per hundred men to be paid for separately by the Government provided the weight of baggage does not exceed the scale noted in the margin†

	lbs
†General Officer	600
Brigadier	500
Field Officer	400
Captain Surgeon	300
Subaltern Assistt do	200
Native Officer Havildar Officer and staff Sergt each	160
Non Commissioned rank and file Hospital Assistts Lascars Drivers &c each	40

3. Conveyance by Rail to be provided at the expense of the Government for the families of troops on occasions corresponding with present Regulations granting them free passage by water.

4. The families of European Commissioned Officers proceeding on duty if conveyed by Rail, to pay as private passengers according to the rates of the Railway Company.

Fort William
The 28th July 1854

I have the honor to be &c
(Sd) C Allan
Offg Secy to the
Govt of India

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Resolution on letter from Government of India No 806, dated 28 July 1854 relative to the Conveyance of Troops by Railway

Copy of letter No 806 of 28th July 1854 from the Government of India to be furnished to Railway Company and Quarter Master Generals Department for information and guidance.-

2. As regards the transactions with the Railway Company there is no distinction of rank recognised, they have to carry per every 100 persons conveyed by them under the provisions of Clause 20 of the Deed of Contract be the rank what it may two tons or 4480 lbs of baggage exclusive of the side Arms of officers and the muskets of Troops

3. This would give if equally divided, an allowance of 44 8/10 lbs of baggage to each individual exclusive of Arms—

4. With the apportionment of this quantity amongst the individuals forming the detachment the Railway Company have no concern.

5. The Table given in rule 2 shews however the quantity which is allowable by Government to the several ranks without charge

6. In the event therefore of

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of detachments of troops moving with several Officers, the quantity of baggage allowed by Government will necessarily exceed the aggregate of two tons per 100 persons, and for such excess Government will have to pay the Railway Company.

7. In elucidation, the following detachment may be supposed to be moving by Railway.

	Qrs. Allowance of baggage for each	Total.
1 Brigadier	500	500
2 Field Officers	400	800
5 Captains, Surgeons &c	300	1500
8 Subalterns Assistt do.	200	1600
24 Native Officers &c.	160	3840.
960. Non Commissioned Rank and File	½ — 40	38400.
1000. Govt. Allowance of baggage	lbs	45640
Dedt Ry. Allowance of 2 tons p 100.		44,800
Difference to be paid for by Govt. to Railway Company	½	1840.

8. The Extra baggage thus chargeable to Govt. will have to be certified by the Quarter Master Generals Department under which Certificate and Audit by the proper Department the Railway Company will draw the amount due for its Conveyance. All baggage in excess will have to be settled for by the owners or Regimental Authorities at the Railway Station previous to departure

9. The only other case for which

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which it appears necessary to provide is that of a few individuals less than 100 proceeding by Railway on duty.

10. Individual Soldiers or small detachments under charge of Non Commissioned Officers should Government are of opinion be considered in every respect as 2nd Class passengers, and to be entitled to Carry 40 lbs of baggage per man exclusive of their arms as Soldiers.—

11. In like manner Commissioned Officers should be held entitled to the privileges of 2nd Class passengers, and be entitled to carry 100 lbs of baggage free, the difference between that quantity and the allowance of their rank being paid for by Govt. on the production of a proper Certificate, and the Charge being Audited.

12. It is to be understood individual Officers or Men proceeding on duty by Rail will not be entitled to the privileges of Travelling at reduced fares and having any portion of their baggage conveyed at the public Charge unless it is certified by the proper authorities that they are proceeding on duty.—

13. The Government of India to be requested to state whether this

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this Government are right in assuming that private servants of Officers to the extent specified in Government General orders of 4th July 1853, are to be conveyed at the Public expence.-

1st Septr 1854 — 3 — by Elphinstone
" — 3 — " J. Warden
" — 3 — " J. Lumsden

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Page 1060 Govt Gazette + Nov 29

No. 310 of 1854.
Financial Department
(Railway Branch)

To The Secretary
Great Indian Peninsula
Railway Company

To The Quarter Master
General of the Army

1 Septr 1854 — 3 — by H.E. Goldsmid
Offg Chief Secy to Govt

Sir

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No. 311 of 1854

Resolution
1st Septr 1854 — 3 — Ordered that copy of a letter from the Government of India No. 806, dated 28th July last and of the Government Resolution therein referred to be furnished to the Military Department with reference to the Transfer to that Department No 97 of 20 March last, and with an intimation that a copy of the same papers has been sent to the Quarter Master General

by H.E. Goldsmid
Offg Chief Secy to Govt

No. 312 of 1854

From
H. E. Goldsmid Esqre
Offg. Chief Secy to the
Government of Bombay

To
C. Allen Esqre
Offg Secy to the Govt
of India.
Home Department.
Dated 1st September 1854

Financial Department
Railway Branch

Sir,

I have been instructed to acknowledge the receipt of your letter No. 806 of 28th July last, communicating certain Rules to be

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be observed on all occasions of Europeans and Native Troops proceeding on duty by Rail, and to request that the Right Honble the Governor in Council may be favored by the Govt. of India with information as to whether he is right in assuming that private servants of Officers to the extent specified in Govt. General order No. 429. of 4th July 1853, are to be conveyed by Railway at the public expense. These orders were referred to in para 16 of the Summary and para 5 of the Memorandum which accompanied my letter of 20 March last. No. 94.

Page 1060 of Bombay Government Gazette of 1853

2. Copy of the Resolution passed by this Government when disposing of your letter of 28th July last is annexed.—

Bombay Castle 1 Sept. 1854

I have the honor to be &c
by H. E. Goldsmid.
Offg. Chief Secy. to Govt.

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Great Indian P. Railway Company
Offices Bombay
5th Septr. 1854.

No 870 of 1854

To,
H. E. Goldsmid Esquire
Offg. Chief Secy. to Government
Financial Department
/Railway Branch/

Memorandum,

The Secretary Great Indian P. Railway Company presents compliments to the Officiating Chief Secretary to Government and will feel obliged if he can arrange that Jamsetjee Dorabjee the Contractor may be allowed the use of four Govts Peons to take charge under his orders of the materials on the works which he has in course of construction for this Company beyond Callian he being willing to pay for the same.

/Signed/ T. R. Watt
Secy. G. I. P. Railway Company

Revolution

89.

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Resolution on Memo: from Secretary G. I. P. Railway Company, No 370 dated 5th Sept 1854

The Acting Collector of Tanna to be requested to place four peons from the District Establishment under Jamsetjee Dorabjee for duty mentioned in the Railway Company's Memorandum but for no other purpose, the place of the men being temporarily supplied by four Hunganee Peons, the amount of whose wages, Rs 16/ sixteen per mensem the Railway Company should be requested to recover monthly from the Contractor and pay to the Acting Collector.

8 Sept 1854 - /Signed/ Elphinstone
/ J. G. Lumsden

No 327 of 1854
Financial Departt
/Railway Branch/

To Secy: G. I. P. Railway Company

To Acting Collector of Tanna
(with copy of Railway Company's Memo)

8th Sept 1854 - /Sigd/ H. E. Goldsmid
Offg: Chief Secy:
to Government

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90.

No 7 of 1854/55.

Memorandum of Advances made by the Bombay Government to the Great Indian Peninsula Railway Company from 29th Ultimo to 8th Inst. inclusive viz:-

Date of payment			
1854.	By Net amount advanced upto 28th Ultimo		373262. 8. 7.
Sept 1st	" " Draft No. 149. dated 19th Aug 54		885. 9. 10.
" "	" " Ditto 150.	" "	700. " "
" "	" " Ditto 151	21st " "	103. 11 8.
" "	" " Ditto 152	" "	2199. 15. 6.
" 4th	" Ditto 153	" "	2438. 15. "
			6328. 4. "
Rs.			379590. 12. 7

Bombay
Accountant General's Office
9th September 1854.
/Signed/ G. J. Blane
Dy Accountant Genl
in Charge

Passed by
4. 9. 54.

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Great Indian Peninsula Railway

No. 799 of 1854.

Bombay 17th August 1854.

Mems:

Copy of Mr. Watts account of Repairs to Porters Lodges in the month of June 1854 forwarded with a Cheque on Revenue for Countersignature by the Superintending Engineer for the amount thereof viz. Rupees ninety four annas twelve and pies Nine. (94. 12. 9.)

(Sd) T. R. Watts
Secretary

To,
C. E. F. Nytten Esquire
Offg Chief Secretary to Govt
Financial Department
(Railway Branch)

The

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The Great Indian Peninsula Railway Compy ——— Dr ———

To E. W. West.

on account of Repairs to Porters Lodges.

Chargeable to Revenue.

Carpenters wages 28. days @ 11as Rupees	19.	4..
9. ——— " — @ 9. ——— " ———	5.	1..
1. ——— " — @ 8. ——— " ———	"	8..
6. ——— " — @ 6. ——— " ———	2.	4..
7. ——— " — @ 5 3/4 ——— " ———	2.	8.3.
3. ——— " — @ 4. ——— " ———	"	12..
2. ——— " — @ 3 1/2 ——— " ———	"	7.6.
	30.	12.9.
21. tbs Nails @ Rs. 4. 8as per maund	3.	6..
Hakunjee Khawns bill for Dammering Lodges	60.	..
Cart hire for planks	"	10..
Rupees	94.	12.9.

Bombay 1st July 1854.
(Sigd) E. W. West
" J. J. Berkley

(True Copy)
(Sigd) T. R. Watt
Secretary

No.

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94.

No. 201 of 1854.

Financial Department
(Railway Branch)

Memo:

With reference to Railway Company's Memo: No. 799 of 17th inst. the Superintending Engineer would feel obliged by being informed whether the repairs to Porters Lodges therein referred to, are special and Chargeable to the sum of Rupees 150. Sanctioned in Government Resolution No. 174. for that purpose - Should such be the case, the bill for Rupees 76. 3. 0.- which accompanied Railway Company's Memo: No. 795 of 17th August, will also be Chargeable to the same account, and the amount of Rupees 150. would appear, therefore, to have been exceeded.

(Sigd) J. H. G. Crawford
Major
Supg Engr Ry Deptt.

31st August 1854.

Great Indian Peninsula Railway Compy
Offices Bombay
31st August 1854.

No. 848 of 1854.

To
Major Crawford
Supg Engineer.

Mems:

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Memo:

The Secretary presents his Compliments to Major Crawford and begs to inform him in reply to his Memorandum of yesterdays date, that the two bills therein referred to are as he supposes, in respect of the work which it was estimated would cost Rupees 150.

2. The explanation given by the Engineer is that the excess was quite unavoidable, the Lodges requiring more repair than was at first thought necessary to render them weather proof. and that the major part of the expense was for labour which it is always difficult to estimate.

Sigd/ J. R. Watt
Secretary

(True Copy)
(Sigd/ J. H. G. Crawford
Major
Supg Engineer Ry Departt.

No. 203 of 1854.
Financial Departt.
(Railway Branch)

Memo:

The Superintending Engineer, Railway Department, has the honor to submit the accompanying bill for Rupees (94. 12. 9.). Ninety four

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96.

four annas twelve and nine pies, received from the Railway Company. -

2. The work having been specially sanctioned by Government at the estimated cost of Rupees (150.) one hundred and fifty, the present bill together with a former one on the same account amounting to Rupees (76. 3. 0.) seventy six and three annas, for which a cheque was Countersigned and returned, exhibits an excess of Rupees (20. 15. 9.) Twenty annas fifteen and pies nine -

3. Under the explanation offered in accompanying Copy of a Memorandum No. 848 of 31st ultimo. from the Railway Company, the Superintending Engineer requests authority to pass the amount.

(Sigd/ J. H. G. Crawford
Major
Supg Engineer
Railway Departt.

2d September
1854.

Resolution on a Memorandum from the Superintending Engineer Railway Department No. 203 Dated 2d September 1854 requesting under the explanation given in Railway Company's Memorandum No. 848 of 31st August that he may be authorised to pass a Bill for repairs to Porters lodges amounting to Rupees 94. 12. 9. being together with the amount of a former Bill,

in

Maharashtra State Archives

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in Words of the estimated and Sanctioned outlay by Rupees 20. 15. 9.

Authorized

Sdg. J. Appleton

J. Bourdon

7th September 1854. J. G. Lumsden

No. 325 of 1854.

Financial Depart.

Railway Branch

To

The Secretary G. I. P. Ry Company

Sdg. A. C. Goldsmid

Sy. Chief Secretary to Govt.

7th September 1854.

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Great Indian Peninsula Railway Compy.

Office, Bombay

31st August 1854.

No. 251 of 1854.

To,

C. E. F. Tytler Esq.

Sy. Secretary to Govt.

Financial Department

/Railway Branch/

Sir,

1. The Committee of Directors have had under consideration the resolution of Government No. 289, of the 15th instant, and having Communicated upon the subject thereof with the Chief Resident Engineer, I am instructed to forward for submission to the Right Honble the Governor in Council the accompanying copy of his reply dated the 26th instant.

2. Mr Berkley states that the plan and Section of the line as far as Jubbulpoor, a distance of 607 miles from Bombay, and Comprising a length of 447 miles of newly laid out line, have been Completed and that he expects to be able to furnish Copies of them with his Estimate and report in the course of next month.

3. In para: 5. of his reply Mr Berkley gives his reasons for proposing

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proposing that the Surveys should be extended from Ajseerghur to Delhi. The Committee agree with him in thinking that a line branching off from the Trans-Peninsular Line at some point beyond Asseerghur and extending to Delhi would form a most important part of the Railway System of this Country, and that the object of ascertaining the best general system of Railways for India could not be attained without an investigation of the merits of this route. That such a line would be a valuable adjunct to the undertaking of this Company there can be little doubt; and as it appears that the Survey of it need not retard or interfere with those Surveys already entered upon and which are now in a forward state of progress, and that to execute it no addition is necessary to the Engineering Staff, provided undue despatch is not required, and that Mr. Berkley is authorized to employ the Officers now under him in the most efficient manner; I am to request that Government may be pleased to sanction a recommendation to the Board to apply to the Hon'ble Court for authority to survey a line from Ajseerghur or its neighbourhood to Delhi as a part of the Surveys to be undertaken by this Company upon the terms of their late agreement.

4. I am also to request that Government may be pleased to sanction the

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the employment of the six good Extra Native Draftsmen, represented by Mr. Berkley in para: 3. of his letter to be necessary.-

5. It will be seen by para: 7. of Mr. Berkley's letter that the works of the Railway near Callian which were submerged on the morning of the 25th ultimo, were not injured and that in gradually raising the rails at the spot as the line is repaired from time to time will bring them before next monsoon above what was the level of the flood. the flood having been an Extraordinarily high one he advises no expense to be incurred in raising that part of the line.

I have the honor to be &c.
[Signed] T. R. Watt
Secretary

To
The Committee of Directors of the
Great Indian Peninsular
Railway Company.

Gentlemen,

In Compliance with your directions Communicated by the Secretary's letter No. 794 dated August the 17th 1854, with enclosure of a Copy of the Government Resolution No. 289 dated the 15th instant, I have the honor to report to you upon the several subjects referred to in that Resolution.

2d.

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2. Since the field work upon the North Eastern Extension was suspended in consequence of the monsoon, every exertion has been made to finish the office work as soon as possible, and having Completed the plan and section of the line as far as Sabhulpur, a distance of 607 Miles from Bombay and Comprising a length of 447 Miles of newly laid out line, it is now requisite to make Copies of them both for the Government and the London Board, I expect that this will occupy the greater part of next month and in the mean time my Estimates, which are in a forward state, and my Report shall be drawn up so as to be submitted to you when the first Copy of the Drawings is finished, and I hope that the whole may be furnished to you soon enough to admit of their being transmitted to England by the mail of the 30th of September next.-

3. The quantity of Drawing required for the Extension is so great and the expediency of employing the Engineers upon the surveys as early as possible so urgent, that it will be most advisable to employ several additional native Draftsmen temporarily until all the drawings are finished and I request your authority to engage immediately six good extra native Draftsmen upon the best terms I can.-

4

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4 With reference to the extension of your surveys to Delhi, I beg to explain that being of opinion that a line branching off from the Kans. Peninsular Line at some point beyond Asseerghur, and extending to Delhi would form a most important part of the Railway system of this Country and, therefore that the object of ascertaining the best general system of railways for India, could not be attained without an investigation of the merits of this route, and Considering moreover that it would be a very valuable adjunct to your undertaking, I felt it my duty to recommend that it should form a part of the surveys, which you should obtain authority to make for the Honorable East India Company.-

5. The proposal which I advise you to submit to the Right Hon'ble the Governor in Council, is that an application should be made to the Hon'ble Court of Directors to sanction the survey of a line from Asseerghur or its neighbourhood to Delhi, as a part of the surveys to be undertaken by the Great Indian Peninsula Railway Company upon the terms of their late agreement.-

6. The appointment of additional Officers upon your Engineering Staff, should depend upon that degree of dispatch in Completing the extended survey, which may be required by the

Honorable

Honorable Court and the Board of Directors, but, with Submission to whatever directions they may think proper to give, I would advise that no addition should be made to the Engineering staff, but that I should be authorized to employ the Officers now under me in the most efficient manner, and so to regulate their operations that the survey of the line to Delhi may be completed as soon as possible without retarding or interfering with those surveys, which you have already undertaken for the Honorable Court, and which are now in a forward state of progress.

7. With respect to paragraph 5. of the Government Resolution I beg to state that the flood on the morning of the 25th. of July rose to 6. inches above the level of rails near Callian it did not stand at that level, but rapidly fell to 3 feet below the rails before the arrival of the public train on the same day. This flood was so extraordinarily high that the occurrence of the rails being submerged can only very rarely happen, and even then will be of the most temporary duration. I should not therefore advise you to incur any expense in raising that part of the line, it will be unnecessary to raise the embankment, but as the Permanent Road near Callian is repaired I shall take care that the line of rails

is

is lifted from time to time so that before next monsoon it may be above the level of the last flood.

Poona
26th. Augt. 1854.

I have the honor to be &c.
(Sigd) J. J. Barkley

True Copy
Sigd T. R. Watt
Secretary G. I. P. Railway Co.

Resolution on letter from Secretary G. I. P. Railway Company, No. 851, dated 31st. Augt. 1854, requesting the sanction of Government to a recommendation being made by the Committee to the London Board to apply to the Honble Court for authority to survey a line from Ajeeryhur or its neighbourhood to Delhi, as a part of the surveys to be undertaken by the G. I. P. Railway Company on the terms of their late agreement. Requesting sanction also to the temporary employment by Mr. Barkley of six extra Native Draftsmen.

As the surveys of the Baroda and Central India Railway Company are now before Government, and the line of Country which they propose to occupy, whether by a line from Baroda to Agra, or from Baroda via Ahmedabad to Delhi, is clearly laid down, the Survey of a line branching off from the Survey now in progress by the

Great

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Great Indian Peninsula Railway Compy from some point beyond Aperynhur to Delhi would not in any way clash with their proceedings, and although the Survey of such a line by the Great Indian Peninsula Railway Company does not appear to have been contemplated by the Hoible Court in their despatch. No. 16 of 14th September 1853, the information which such Survey may afford Government, in the consideration of the general question of Railways on this side of India, may be of great importance.

2. With the proviso, therefore, that the prosecution of the Surveys now on hand, and which are being carried out under special instructions from the Hoible Court is not in any degree retarded or interfered with, Government do not object to the Committee of Directors recommending to the London Board a proposition for surveying a line from some point beyond Aperynhur to Delhi.

3. The temporary employment of six native draftsmen in order that the drawings of the past season may be furnished at an early date is sanctioned.

/Sigd/ Elphinstone
" J. Warden
" J. G. Lumsden

7th September 1854.

&c

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No. 322. of 1854.
Financial Department
/Railway Branch/

To,

The Secretary G. I. P. Ry Compy

7th September 1854.

/Sigd/ H. E. Goldsmid
Offg Chief Secretary
to Government

Recd 9th
K. H. G.

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Great Indian Peninsula Railway Company

Offices. Bombay
31st August 1854

No. 846 of 1854

To

C. E. F. Tytler Esqr
Offg Secy to Govt.
Financial Department
(Railway Branch)

Sir

The Committee request that Government will be pleased to sanction the Special Trains shown on the accompanying bill to be run on Sunday the 10th proximo between Bombay and Mahim that day being Bandora Feast.

I have the honor to be &c.
W. T. R. Watt
Secretary

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Great Indian Peninsula Railway

Bandora Feast

On Sunday September 10th 1854

Special Trains
From Bombay and Byculla to Mahim and back

Trains from
Bombay and Byculla to Mahim

Leaving	a m	a m	a m	p.m	p.m & p.m
Bombay at	6 45	8.0	9 0	2 0	4 0 & 5 0
Byculla at	6 55	8 10	9 10	2 10	4 10 .. 6 10

Returning from

Mahim at	a m	a m	a m	p m	p m	p m
	8 0	9 10	10 30	4 0	6, 26 & 8 0	

Fares

	Day ticket to and from Mahim	Sing ticket		
		1 class	2 class	3 class
Bombay to Mahim	1 class 1..8..0	1..0..0	0..6..0	0..2..0
Byculla to D:	1..2..0	0..12..0	0..6..0	0..2..0

Railway Office
Bombay August 30th 1854

By order
(True Copy)
(Sd) J R Watts
Secretary

Resolution

Resolution on letter from Secretary Great Indian Peninsula Railway Company No. 846, of 31st Augt 1854, requesting sanction to Special Trains being run on Sunday the 10th September 1854 between Bombay and Mahim, that day being Bandora Feast.

Sanctioned
6th September 1854 (Sd) Elphinstone
" J. Warden
" L. G Lumsden

No. 3170 of 1854
Financial Department
(Railway Branch

To
Secretary Great Indian Peninsula Railway Company

5th September 1854 (Sd) H. E Goldsmid
Offg Chief Secy to Govt

4 D. W. Dr.

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Great Indian P. Railway Company
Offices Bombay
4th Sept 1854

No 864 of 1854

To
H. E. Goldamid Esqre
Secretary to Government
Financial Departt
/Railway Branch/

Sir,

The Committee of Directors desire me to forward for submission to the Right Honble the Governor in Council the enclosed Copy of a letter from the Traffic Manager dated the 1st instant recommending that the holders of return tickets issued on Saturdays should be allowed the privilege of using them up to Monday evening next subsequent to the date of their issue

This arrangement exists generally on English Railways and as offering an inducement to the public to use the Railway more frequently than they otherwise might, and so leading to an increase of Traffic, the Committee are of opinion that it is worthy of adoption here and have therefore

to

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to request authority to bring it into effect

I have the honor to be &c.
/Signed/ J. R. Watt
Secretary

To The Bombay Committee of Directors
Gentlemen

I beg to apply for your authority to allow the holders of return tickets issued on Saturdays the privilege of using them to the evenings of the following Mondays. This privilege is usually granted on English Railways and I am of opinion that it will if granted on your line have a beneficial effect on the Traffic and receipts

Railway Office
Bombay
5th Septr 1854

I have &c
/Signed/ D. M. Rooke

/True Copy/
/Signed/ J. R. Watt

Resolution on letter from Secy. G. I. P. Railway Company, No. 864 dated 4 Septr. 1854, requesting sanction to the Company carrying out the recommendation of the Traffic

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Traffic Manager that the holders of Return Tickets issued on Saturdays be allowed the privilege of using them to the evenings of the following Mondays

Allowed

/Signed/ Elphinstone,
" J. Warden,
" J. G. Lumsden.

7th Septr 1854.

No 924 of 1854

Financial Departt.
/Railway Branch/

To Secy. G. I. P. Railway Company

7 Septr 1854.

/Sigd/ H. E. Goldsmid
Offg. Chief Secy. to Govt.

4 D. R. V.

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Great Indian Peninsula Railway Compy.
Offices, Bombay
4th September 1854.

No. 860 of 1854.

To
A. E. Goldsmid Esquire
Secretary to Government
Financial Department
/Railway Branch/

Sir,

By a letter of the 2d instant of which a Copy is annexed the Traffic Manager recommends that a sum not exceeding Rupees 200 should be laid out in the purchase of such articles as may be required to furnish the room to be used by the Engineers, and guards at Callian station, and ten annas per night allowed to each European Engine Driver, Fireman and guard and three annas per night to each native Fireman whose duty shall oblige them to remain all night at Callian.-

Mr. Roche explains his object to be to prevent the men being put to any expense in Consequence of the new arrangements under which the Trains are to be worked from the 11th instant and as the Committee entirely Concur in Mr. Roches view of the question, I am desired

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desired to request that his Lordship in Council may be pleased to grant authority to make the expenditure recommended:-

I have the honor to be &c.

(Sgd) T. R. Watt
Secretary

No. 225 of 1854

To

The Bombay Committee of Directors

Gentlemen,

It will be advisable for the Company's interests that, under the new arrangement of trains to be Commenced on the 11th instant the Engineman, fireman and guard whose duty will oblige them to remain all night at Callian should change their duty with the other men of the same class so that each man should be a night in Callian when his turn Comes round and in order to prevent any extra expense to the men through this arrangement. I beg to recommend that the Company should allow them a small amount towards defraying their expenses there and that furniture for the Engineman and guards room there may be provided at the Company's expense.

If the recommendations above named meets your approval, I beg to recommend that a sum not exceeding

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exceeding Rupees 200: may be laid out in the necessary furniture for the Engineman and guards room at Callian and that a sum of 10 annas per night may be allowed to each European Engineman, Guard or fireman and 3 annas per night to each native fireman whose duty oblige them to remain all night at Callian.-

I beg in Conclusion to add that it is Customary on English Railways to make some allowance to Enginemen, Firemen or Guards whose duties oblige them to remain all night at an out station, at a distance from their residences.-

Railway Office
Bombay
1st Sept. 1854

I am &c.
(Sgd) D. M. Rocke

True Copy
(Sgd) T. R. Watt
Secretary

Resolution on a letter from Secretary G. I. P. Railway Company No. 865 dated 4th September 1854. Requesting Sanction to the expenditure of a sum not exceeding Rupees (200) Two hundred in the purchase of the furniture required for the Engineman and Guards Room at Callian and to an allowance of (10.) Ten annas per night to each European Engine Driver Fireman and Guards and (3.) three annas per

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per night to each Native Fireman whose duty shall oblige them to remain all night at Ballian.-

Allowed.

7th September 1854

/Sigd/ Clphinstone
" J. Warden
" J.G. Lumsden

No: 323 of 1854.
Financial Departt.
Railway Branch

To
The Secretary G. I. P. Ry Compy

To
The Accountant General.

7th Septr 1854

/Sigd/ H.E. Goldsmid
Offg Chief Secretary
to Govt.

Copy Rly Dept
to Govt.

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Railway Department

Despatch

to

Hon'ble Court

№ 22 B

Dated 11th Septem.r

1854

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Railway Department

Despatch

to

Bombay

№ 22 B

1854

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№ 22 B of 1854.

Territorial Department,
Finance.
(Railway Branch.)

To

The Hon'ble the COURT OF DIRECTORS

For Affairs of the Hon'ble East India Company,

LONDON.

Dated Bombay, 11th September — 1854.

Hon'ble Sirs,

Railways.
Bombay Baroda & Central India ~~Great Indian Peninsula~~ Railway Company, Affairs of.

With our Despatch of 20th July last, №. 17 B, we had the honor to furnish your Hon'ble Court with Copy of a letter from Major Crawford containing his opinion on the Report and other documents furnished to us by Lieut.-Colonel Kennedy respecting the lines of Railway undertaken to be surveyed by the Bombay Baroda and Central India Railway Company, as also with a Minute recorded on the same subject by our Right Hon'ble President under date 18th July last.

Vols 38 & 43.

2 *We have now to solicit your attention to the several Minutes subsequently recorded by us.*

Collection №. 1.

3 *It will be seen from the proceedings herewith forwarded that we have referred the whole subject for the consideration of the Most Noble the Governor General of India in Council.*

4 *The additional Copy of Colonel*

Kennedy's

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Kennedy's Report and its accompaniments promised in our Despatch No 17 B is herewith sent

Bombay Castle
11th Septr 1854

We have the honor to be &c &c
Sigd Elphinstone
" J. Warden.
" J.G. Lumsden

Collection
No 2

†Drawings not sent.
Lt. Kennedy having informed the Secretary that he would place a Copy of them before the Honble Court.

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Bombay Baroda and Central India Railway Co.—

List of Accompaniments to Letter to Hon'ble Court No. 22 B dated 14th September 1854.—

38 Minute by the Hon'ble Mr. Warden dated 29th July 1854.
39 Minute by the Hon'ble Mr. Lumsden dated 2nd September 1854.—
40 Further Minute by the Right Hon'ble the Governor dated 2nd September 1854.
41 Further —Do.— by the Hon'ble Mr. Warden dated 6th September 1854.—
42 Further —Do.— by the Hon'ble Mr. Lumsden. dated 6th September 1854.
43. Further Do. by the Right Hon'ble the Governor dated 6th September
44. To the Offg Secretary to the Government of India No. 321, dated 6th Sept. 1854.—
45. Transfer to General Department No. 321 A dated 6th September 1854.
46. Report by Lieut. Col. Kennedy, dated 28th April 1854 with accompts.—

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xd
A.P.H.

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Minute by the Hon'ble Mr Warden, dated 29th July, 1854.

As the Right Honorable the Presi-
dent treats the subject of Railways in India with a
skilful hand, betokening that he has studied the
subject it is the less necessary that I should trouble
the Board with any detailed remarks, still I am un-
willing to record a silent vote on what His Lordship
justly esteems a question the most important that is
likely to come before us or our successors for many years
to come.

2 Colonel Kennedy and Major
Crawford do not, as it appears to me, join issue on
the same point. The Colonel places his recommenda-
tions, and they are the recommendations which
he supported when, as yet, he had no personal
interest in the matter - on the broad basis on which
alone such Railways, as are to be "executed with-
"out further delay", can be sanctioned; - viz. "upon
a scale proportioned to the extent of the British Do-
"minions in the East and to the immediate benefits
"they are calculated to produce, the main considera-
"tions being the extent of Political and Commercial
"advantages which a Railway is calculated to
"afford, the Engineering facilities which it presents
"and its adaptation to serve as a main channel for
"the reception of such subordinate lines as may
"hereafter be found necessary for special public
"purposes, or for affording the means of conveyance

Governor General's Minute Para: 9

Ditto Para 15

to

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"to particular Districts." it being "of the first im-
"portance to connect the several Presidencies by a
"Line of Rail, each with the other, and to unite
"Hindoostan and the Districts to the North West
"with the western ports on the Peninsula," it being
expected of the Railways to be executed without
delay that "the Presidency of Bombay shall,
"from its Political situation, afford, with safety
"to itself extensive and valuable aid to the Govern-
"ment of India, in the event of the Bengal
"Army being suddenly and heavily threatened
"by any of those very possible events - viz. an in-
"vasion by the way of Cabul and by an European
"Force, or trouble on the Frontier of Nepaul."

Dills. Para 20

Dills — . 20. 21.

3 While these are the objects em-
"braced by Colonel Kennedy's proposals, Major
Crawford gives precedence to the question of
the communication with Khandesh in order that
a decision as to the route viz the Thull Ghaut or
Taptee Valley, may be come to with as little delay
as possible; and, in the 2d Para: of his letter dated
the 31st January 1863, he says that, he proposes, "after
some slight allusion to the questions of vast and
extended importance embraced" by Colonel Kennedy,
to "confine himself to the portion of Major Kennedy's
"memoir more particularly affecting the question
"of Railways on the Bombay side of India", but
while we are on the one hand, forbidden to "sanction
"the Thull Ghaut, even as a local line, until further
"examination shall have been made, and an
"authoritative comparison instituted between
the

Letter of 31st May 1864 Para: 9

Governor General's Minute Para: 47

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"the Ghaut Line and the river line, and told
"that the Thull Ghaut Line ought, by no means,
"to be adopted as a great trunk line unless nature
Para: 43. "has denied the possibility of finding a better,
" 53. "we are, on the other hand, enjoined, in dealing
"with so large a matter as Railways for India,
"to look beyond the interests and impressions of
"the moment."-

4 Even then, if we had before us
all the information on which the "authoritative
comparison" between the Ghaut Line and River
Line could be made, we could not follow either
"without delay", unless it can be at the same
time shewn that, such line is fit to be a Trunk
line.

5 But we shall not have reached
this point until we have surveyed the Ghauts
from end to end and ascertained the com-
"parative virulence and extent of the fever
prevailing at Kussara and other localities of
stagnant air, immediately under the Ghauts,
and, that, which prevails in the 50 miles of Jungle
between Surat, and Khandesh - judging how-
"ever, from the tales I have heard, from time
to time, during a service of more than 33 years, of
the victims to the latter, the mortality to be expected
from opening the river line will be comparable
to the fisk of a forlorn Hope, rather than to that
of ordinary Campaigning, and the result, such
as Walcheren exhibited, rather than anything
that will, as I hope, befal us on the Danube.

On

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6 On this matter Major Morris, the Superintendent of Police in Khandesh, who has passed many years in the neighbourhood of those Jungles, might, I think, be consulted with advantage.

7 As we are not then in the condition required by the Governor General for making our election between the Ghaut and Taptee lines, and, even if we were, we are bound to address ourselves, in the first instance, to the Trunk lines which are to be entered on "without delay"; for the reasons urged by His Lordship the President, from the 12 Para: of his Minute, and never doubting that in whichever Route we take, the Line will readily draw the Traffic to itself, I cannot hesitate to express my concurrence in the opinion conveyed in his 48 Para: that, the Baroda Line ought to be sanctioned.

29th July 1854 Ho. J. Warden.

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Minute by the Honble Mr Lumsden, dated 2d September, 1864

After having attentively read and considered the Minute of our Right Honble President, I submit the following remarks with the utmost deference and with considerable hesitation.

2 Indeed it is solely a sense of responsibility which impels me to add a word to what he has written, and the hope that a brief discussion of the subject from a somewhat different point of view, however wanting in authority, may yet prove of some slight assistance to those with whom the settlement of the question now at issue, will finally rest.-

3 I will consider that question as confined to very narrow limits. Is the railroad which is to unite Bombay with the cotton producing districts of Khandesh and Berar to be carried over the Ghauts along the line surveyed by Mr Berkley and his staff for the Great Indian Peninsular Railway Company, or by the line projected by Colonel Kennedy along the coast to Surat, and thence eastward by the Valley of the Taptee to the Village of Julgaom in Khandesh where it would meet the former line, and from whence either line would take a common direction eastward towards Berar?

4 It seems to be understood by our Right Honble President that the adoption of either line would necessitate the relinquishment of the other.-

M

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5 It is because I am unable to view the matter in that light that I venture to offer a few observations, to which I attach no other value than that they express convictions which in my place, I feel, I ought not to conceal.

6 If indeed it should be resolved that only a single line of rail leading from Bombay into the interior in a northern and north eastern direction is to be sanctioned, then I should unhesitatingly subscribe to the opinions of our President.—

7 It only becomes me to say, that I think, he has taken the statesman like view of the question, and going over his minute paragraph by paragraph if only a single line is to be permitted I assent to his con-clusions throughout.

8 But I think we are justified as re-garding this line purely as a local line. The most Noble the Governor General has given it the sanction of his approval as a local line and has recommended it (see para 46 of his minute of the 20 April 1853) in preference to the Poona line. His advice even in para. 54 implies a conditional approval. For he recommends that it should not be re-solved to carry such a line to Khandeish up the Ghauts unless a survey of a line by the Taptee river should shew the Ghaut line to be less objectionable than the river line.—

9 It appears to me that regarded as a local line this fact has been established by the re-ports before us, and if it can be shewn that the Port of Bombay requires, under any circumstances, the con-struction of the line over the Ghaut, that it is a paying line, and that there is a Company prepared and anxious

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anxious to complete it. I do not clearly see why these interests should be held to clash with imperial interests. I may ask why they should be sacrificed to another project which is certain to succeed as a paying line if undertaken without reference to the Khandesh branch and equally without reference to the Port of Bombay even though a junction by rail of the Ports of Surat and Bombay, should be judged to be politically necessary.

10 There is a separate Company as I understand prepared to undertake this great trunk line which only needs the sanction of authority to commence its work. Nor, as I fully admit, is there a line in this Presidency which is better calculated to provide for the Commercial and the agricultural wants of some of the richest, most populous and most extensive districts in India and at the same time to subserve objects of the great-est political importance and to advantage State eco-nomy.

11 But once more I must express my hum-ble conviction that it is not the local line to connect the Port of Bombay with the cotton districts of Candesh and Berar, and must repeat that a local line has been distinctly recognised as necessary and its con-struction recommended.

12 It is on this head that I now request attention to the facts as they appear from comparing the two reports of Colonel Kennedy and Captain Crawford. The latter Officer has had the advantage of having gone over both projected lines, and as one, who knows.

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know him will deny that his professional opinion is entitled to the greatest respect equally with the Colonel's.-

13 Yet I hope it will not be supposed that I am disposed to over value it

14 His arguments that there are more places on the Thull Ghaut line with which it is desirable to open a communication and that the line passes thro a more healthy country than that pro-jected by Colt Kennedy I consider have been most conclusively met, and refuted, as regards their assumed importance by our Right Honble President. In partic-ular I believe indeed with His Lordship that the Dang Jungle would disappear in no very long period before the rail.

15 But he has established (as stated in para: 10 of his report) that of the two lines, that by the Thull Ghaut is the most direct, by the difference between 260 and 390 miles, and that it occupies the present line of traffic, which are obvious, and so far as they go, are decided advantages over the other line.

16 He asserts, and his authority is good that omitting the Ghaut itself it is mile for mile a cheaper line to construct correcting Colt Kennedy by observing in para: 23. that there is no Ghaut whatever on this line into Khandesh over the Chandore range.

17 He observes that there is every reason to expect that it will throughout be a paying line and it is at least highly probable that the further this line is carried into Berar the more certain would

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would be this result.

18 He argues on the other hand (see para 48) that no commercial Company uninfluenced by the stimulus of a guarantee, would undertake the construc-tion of that portion of Colt Kennedy's line 191 miles in length which lies between Surat and Bombay. He shews that it passes 10 large rivers varying from 30 to 530 yards in width besides innumerable ravines, or nullas.-

19 What this fact implies and how far it constitutes an element in enhancing the cost of engineering work in this country I shall endeavour, although it may be a digression, to make apparent. Colonel Kennedy in the 6th para: of his memoir has argued in defence of his line that there are no spurs from the Syadree to pass over, and that he does not propose to cross estuaries.-

20 But Colonel Kennedy had not at the time he wrote his report nor has he ever that I know of seen the country he describes during the periodical rains.-

21 The Ghauts, it is well known, run nearly north and south in their line of general direction parallel with the coast and at a distance varying from 60 to 25 miles from the sea. Their average altitude may probably not be less than 2,000 feet. They have been well described by Captain Crawford in para 45 of his report to Government of the 31st January 1853. as having been likened to a wall "broken", he adds, "this wall is by huge chasms "and in places by projecting spurs" The annual fall of

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of rain along this range during the months of June, July and August principally is enormous. To give some idea of the amount I refer to Dr Buist's valuable Pamphlet on the physical geography of Hindoostan where he gives the fall at the pass of Khandalla only 1750 feet above the sea at 168 inches, and at Mahableshwar to the Southward of Bombay 4900 feet at 260 inches. The fall is not uniform, but violent and partial and is greater as the range rises in height, at least to the height of 4900 feet.

22 All this water with the drainage of the Konkan itself has to be swept away to the sea by the rivers and Nullas of which we have spoken and therefore we are justified in this case making a remark which I find applied to another proposal of Colonel Kennedy's that of the works necessary for the protection "of a line crossing at right angles the whole drainage of such a locality all must at present be surmise"

23 But to my mind the most important of all Captain Crawford's objections to Colonel Kennedy's plan if regarded in the light of an approved local scheme, is to be gathered from his 17 and 41 paras.

24 In the latter he remarks that Khandesh Cotton arriving at Surat by Colonel Kennedy's railway would be forwarded to Bombay by Boat unless the railway could carry it at a half penny per ton per mile but this is too low an estimate. In the former he observes that ⅔ of the traffic would stop at Surat.

25 Both assertions require some slight

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slight examination. From enquiries I have made, I may confidently assert that the cost of the transport of a ton of Cotton per boat from Surat to Bombay is about Rs 12. 2. while the published rates of the Great Indian Peninsular Railway Company would make the charges of transporting a ton of cotton for the distance of 191 miles between Bombay and Surat.

For pressed Cotton — 17. 14. 6.

For unpressed ditto — 23. 14. 0.

26 I am aware that these rates may be objected to as no authority. But I conceive that they were not fixed, the pressed cotton at 10 pies per ton per mile, the unpressed at 24 pies ditto, without a due consideration of the rates which the Company could afford to charge for transit

27 After making even a considerable allowance it is highly probable therefore that Cotton would not be transported from Bombay to Surat by railway except during the monsoon.

28 The other assumption that the Cotton from Khandesh would stop at Surat altogether, or in other words, be shipped from that Port, is of still more consequence to the line of argument by which I have been considering the subject. It must be remembered that I have taken the confessedly limited view of a local line, the wants of which has been felt and acknowledged not only by the public who have formed a Company to supply it, but also, as I have shown, by the Most Noble the Governor General of India.

29 The argument that Surat would become the port of the proposed branch line to Khandesh

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Khandesh indeed seems to me to be almost admitted as a probable result of the construction of that line. by Colonel Kennedy himself as well as by our Right Honble President.

30. The former as observed by Captain Crawford would seem to have projected the Bombay and Surat junction more out of deference to the wishes of the Governor General than as recognizing its necessity

31. Colonel Kennedy states indeed pretty broadly in para. 55 of his very able memoir that "If we seek to discountenance Surat and "Broach in order that we may carry certain articles "200 miles past those natural termini, we shall "force upon them an additional cost of say from "3d to 16d a ton which would be detrimental to all "classes of goods and be absolutely prohibitory to "many of the lower kinds".-

32. In every word of this I most cordially agree, and I see no reason why these cities should not again revive into life and opulence, under the magic influence of rapid, certain and cheap transit, effected by means of lines of rail laid in a northerly and an easterly direction.

33. Swallee roads, the convenient anchorage to which old traders resorted, are as secure as ever, for 8 months in the year. No artificial harbour is necessary even if it were practicable to construct one as proposed.

34. His Lordship the President on the other hand remarks, see para: 8 If the facilities for shipping goods at Surat can be increased so as to lead to the Cotton &c brought by the railway being shipped

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shipped there, as Colo Kennedy anticipates, there is no reason, I suppose, why they should not be sent off at once to any part of the world in the same Vessels &c

35. We must not forget that the argument used by Colonel Kennedy applies as strongly to the Khandesh branch line, to Sulgaom, and beyond it, as to the trade of Guzerat and the northern Countries. For there is no question that the nearest direct line from Sulgaom to the sea is in the direction of Surat and not of Bombay. The line projected would therefore be a Surat local line; and Surat, the Port of shipment.-

36. But then the projected line ceases to be also a local line for Bombay, except in a very limited degree. It would even disturb and unsettle the Bombay trade, I imagine, to some extent, and whether with this magnificent harbour, and the recognized political advantages of the site as the nearest point of communication with England and the seat of Government it will be judicious to do this, is a point that may deserve a thought, though I here lay no great stress upon it.-

37. There is yet another fact to notice and which will have to be well considered at any rate when the northern line is sanctioned.

38. Colonel Kennedy brings his line from Sulgaom close to Surat, and through out it runs at no very considerable distance from the river Taptee.

39. Has it been considered how far this line may be affected by those great freshes or inundations which from time to time occur in that river?

40. To give some notion of what these freshes are

Maharashtra State Archives

are, I refer to No 42 Vol: 1st of the transactions of the Bombay Geographical Society for an account of the flood of 1837 (I was at the time in Gogerat) and which was certainly a heavier flood than any previous one, not antecedent to the great flood of 1833.

41. The water rose in the Taptee river above its average level no less than 37 feet. There were 16 feet water in one of the suburbs of the Town. The breadth of the stream at Surat was six miles, says Major Fulljames, at the least and in many parts double that distance. It was the prevalent report indeed that the Nurbudda and the Taptee had joined their waters. their distance apart being 40 miles, a circumstance, which at the stated height of rise of the water, is not improbable, the country between these rivers in the direction of Surat and Broach being a dead level of rich alluvial soil. The water was over many houses of the City, and high in nearly all of the houses. Captain Fulljames has given in this paper its height at the different City Gates, and a large portion of the City wall was broken down.

42. In the case then of not unfrequent occurrence, may the almost periodical occurrence of freshes in the Surat river, as in guarding against the furious streams and torrents which pass from the Ghauts through the Northern Konkan into the sea, the Railway Engineers who construct this line will have to calculate the resistance and elevation of their works for the excess, not for the average violence of the casualty.

43. I do not urge the above argument as a special objection to this line because in construct-

-ing

-ing a northern line it must be overcome, and I am as strong an advocate as the Right Honble the President himself for a great Trunk northern line. But it would be well to know exactly whether such a fresh would not affect the construction of the whole Eastern Extension (if it should be authorized from Surat to Julgaom by the valley of the Taptee) or of any portion of it.

44. I have stated above what appear to me to be serious difficulties as well as disadvantages and also sources of costly expenditure which will probably be entailed upon the Great Indian Peninsular Railway Company by a decision compelling them to construct their Khandesh line of rail by the way of Surat if they do not decline the construction of it altogether. No doubt as the great northern line became extended an equivalent would be found for its special disadvantages as far as Khandesh is concerned in the traffic and produce of Goojerat and the very rich Countries adjacent. Passenger traffic especially has been pointed out as likely to prove highly remunerative. But if Surat and Broach were ever to revive under the influence of railways as exporting Marts, a great deal of the Northern trade would no doubt be intercepted, and the interests of this Port would proportionately suffer.

45. On the other hand the Ghaut line already laid down presents but a solitary disadvantage and would in all times to come, whatever railways may be subsequently constructed, fulfil its purpose as a local line for Bombay and a most

material

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material Agent in promoting the prosperity and commerce of this Presidency.

46. The only objection to which I have referred is apparent. It is the Ghaut ascent, but the difficulty will be surmounted, I feel assured, as surely as the genius of our Stephensons and our other distinguished Civil Engineers has surmounted all difficulties that have been opposed to their undertakings, so that it has been said with some truth in these days to have vanquished time and space and to have conquered nature. Nor is the difficulty without its parallel. In a late publication mention is made of a railway which is carried over a steep ascent from the banks of the Ohio to the high plains of Indiana from the town of Madison. Formerly it is stated "this inclined plane was worked by stationary Engines "but a workman Mr Catheart overcame the difficulty "by placing between the two rails a third rail with "Cogs corresponding to a wheel in the centre of the "Waggons" and he received 6,000 dollars for his patent.- Whether some such device be, or be not, found applicable in the Ghaut incline I content myself with once more expressing my firm conviction, that the difficulty will be overcome -

47. The expediency of not refusing the sanction of authority or denying the benefits of the guarantee to the local line by the Ghaut which I think has been shewn to be the true and only direction for a local line from Bombay to Khandesh is further established to my mind by a very important consideration to which Captain Rawford refers in the 10th

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10th para of his Report.

48. The first Company, the Deccan, was formed and their Capital subscribed with the distinct and legitimate object of opening a direct communication between Bombay and the Cotton districts of Khandesh and Berar.

49. By the abandonment of the Ghaut line this object is sacrificed, the local line abandoned and the funds subscribed diverted to construct a line which will doubtless, prove eventually, highly remunerative, but which will not fulfil the purpose for which the first line was devised.

50. In stating what I have thought it my duty to state in favor of local interests and the Local line, I beg once more that I may not be understood to be blind to the great interests so strongly advocated by the Right Honble President in connection with the construction of the Northern Railway. I once more repeat that I subscribe to every word advanced both by him and by Colonel Kennedy on this subject. I trust to see the work taken up and vigorously prosecuted and assuredly it will be, if completed a great improved work as benefitting the interests of Commerce as to the rest of the state. -

51. In regard to the Northern trade, I may notice that Colonel Kennedy in his 66 para: makes the value of the exports and imports from the ports of Bonjeem for the year 1862 & 63 to amount to £ [illegible]. I should have thought he had even understated the amount if he had not referred to the Custom House returns. I annex, as it may be considered of interest a Return

Called

called for by this Government a short time back, shewing the quantity and value of the import and export trade at the Ports of Baga, Bhownuggur, Bowleawar and Viharoo four comparatively petty harbours in the bulf of Cambay through which the trade of Broject struggles up and down by the line of Ahmedabad and Pallee, and by which it finds an outlet.

52. The trade of those four ports alone, it will be seen, amounts to Rs 2,62,04,696 or to nearly two and a half millions of pounds Sterling. The trade of the great ports of Broojerat, Jankariw, Coombay, Broach and Surat is not included.

53. I conclude by again pleading a sense of duty as my excuse for the foregoing remarks. They are at least disinterested. Neither parties nor ever have possessed a single railway share or a share in any commercial enterprize or company whatever connected with this Port.

54. The line by the Ghaut can never be a trunk line as the Governor General has decided the point. But it is I conceive the best local line for the interests of the Port and having been conditionally approved as such and its necessity admitted, and a Company engaged in constructing it, I cannot see why the capital subscribed should be diverted into a different channel, nor do I see why it should be applied to an undertaking which however magnificent in its design and important as well as lucrative in its probable results, I think with much deference is not absolutely to fulfil effectually the object of the subscribers.

55. And I am further of opinion that even should Colonel Conway's scheme be carried out in its integrity and a guarantee refused to the Great Indian

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Indian Peninsular Railway Company upon the construction of their projected line into Khandesh, the want of such a line will be severely felt at this Port. I am bound to add to a degree which may possibly lead in time to the rail being completed without any guarantee whatever, by the present surveyed route over the Ghaut into Khandesh.

2d September 1844. Sd/ J. G. Lumsden.

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Further Minute by the Right Honble the Governor, dated 2nd September 1854..

I am happy to find that there is so much coincidence of opinion between my honorable Colleagues and myself upon the relative importance of the Barrar and Thull Ghaut Lines of Railway.

2. As a Government we are clearly bound to support in the first place the plan which promises to be of the greater general utility, but it does not follow that we should overlook or undervalue the local interests which the other project is intended to promote.

3. Notwithstanding the difficulties which the inundations in the neighbourhood of Surat may occasion, I think that it may be taken for granted that the Cotton of Berar and Candeish would be more cheaply conveyed by the Tapti Valley line to Surat, than it could be by the longer route of the Thull Ghaut to Bombay. The question therefore as regards those provinces seems to be this. Will the saving in the cost of trasport by the shorter and more level line to Surat counterbalance the advantages which Bombay offers as a port of shipment? Here we possess one of the finest harbours in the World, plenty of ships warehouses and all the commercial facilities which result from extended enterprize and superior wealth.

4. If these advantages outweigh the saving in the cost of transport which Colt Kennedy estimates at from 9/ to 16/ per ton, the case of the Thull Ghaut line, as a local line is established - and I think it is extremely probable, that the anticipation contained in the last para: of Mr. Simpsons Minute will be realized, and that it will be completed

completed by the route now surveyed by the Great Indian Penin-
sular Railway without any guarantee whatever.

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6. If however the advantages of bringing the Cotton to Bombay for shipment, are not so conclusive. The Honble Court will no doubt be called upon to guarantee the Thull Ghaut as a local line.

6. In this case I conceive that it would be advisable to defer giving the guarantee until some progress has been made in the works on the Bhore Ghat the plans of which I understand are nearly completed, and present less objectionable features both in the curves, and gradients than the Thull Ghat. I entirely agree with the Honble Mr Simpson that the difficulties of surmounting the Syhadree range will be overcome by the skill of the Engineers employed, but I think, if a second railroad is to be made over this formidable barrier it would be well to profit by the experience which will doubtless be acquired in constructing the first.

2d September 1854. Sd/ J. Peile

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Further Minute by the Honble Mr Warden dated 6th Septr 1854.

If the question before us had been merely the comparative advantages of Colonel Kennedy's and Major Crawford's Lines as local lines, I am disposed to think we should have been unanimous in selecting the latter, but if I understand the intentions of the Most Noble the Governor General and of the Honble the Court of Directors aright, local lines are to be postponed to imperial lines, and such being the case, that we are bound, as a Government, to advance the line proposed by Colonel C. namely, in the first instance.

6th September 1854. Sd/ J. Warden.

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Further Minute by the Honble Mr Lumsden dated 6th Sept. 1854

I will not detain these papers. I will only observe that though the Ghat line to Khandeish be regarded as a local line, I question from its vital importance not only to this Port, but to the prosperity of the Country and to existing interests afforded by a decision whether it come within the classification of local lines which the most Noble the Governor General has decided are to be postponed.

There is another point which may also deserve consideration in connection with any former remarks. The disadvantages of delay in the construction of a confessedly profitable and generally useful line. We have no data whatever on which to estimate the Cost of Colonel Kennedy's line. At least another year must elapse, before we can procure any reliable data. On the other hand I am told we may expect shortly (within a month or two,) Mr Berkley's report on a most admirable line (which has been surveyed and generally approved) into Khandeish, and for which the estimates are in a very forward state, and will when completed shew the Cost of every bridge, drain and culvert, along its course.. —

6th September 1854 / Sd J. G. Lumsden

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Further Minute by the Right Honble the Governor, dated 6th September, 1854. –

The additional Minutes should I presume be transcribed and forwarded to the Supreme Government, and it should be explained that the Line alluded to by Mr Lumsden, upon which we may shortly expect a further report, is the Khull Ghat Line.

6th September 1854 / Sd/ Elphinstone

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No 321 of 1854

Financial Department.

/ Railway Branch. /

From

H. E. Goldsmid, Esquire,
Offg. Chief Secretary to the Govt of
Bombay. —

To,

C. Allen, Esquire. —
Offg Secretary to the Govt of
India.

Dated 6 September 1854.

Sir,

See letter from Govt of India No 620 dated 10th may 1854.

The Most Noble the Governor General of India in Council has already been furnished with a Copy of Colonel Kennedy's Report and its accompanying plans &c. relative to the lines of Railway in this Presidency, which the Bombay Baroda and Central India Railway Company undertook to survey.

2. This Government were also furnished by Colonel Kennedy with a Copy of the same papers. and they were at once placed before Major Crawford the Consulting Engineer, for his opinion

Report by Major Crawford dt. 11th & 31st May 1854
Minute by the Right Honble the Governor dt 18th July 54
Minute by the Honble Mr Bradbury dt 29 do
Minute by the Honble Mr Lumsden dt 2nd Augt 1854
Further minute by Mr

3. Copy of Major Crawfords' Report and of the Minutes recorded on the subject by the Right Honble the President and the Civil Members of Council are herewith submitted for

the

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the Consideration of the Court of Directors. —

And I am desired to express a hope that, on this occasion, the Court of Directors will be of opinion that there was sufficient reason for the accompanying Papers being forwarded in extenso, instead of it being attempted to incorporate their substance in the present letter

I have the honor &c &c

Bombay Castle
6th Sept. 1854.

/ do, H. E. Goldsmid
Offg Chief Secy to Govt

The Right Honble the President &c &c &c dated 2nd Sept. 1854
Do by the Hon'ble the Vice President in Council dated 6th Sept.
Do by the Hon'ble the Senior Member dated Do
Do by the R. & Rs Dept. dated 6th Sept.

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Transfer from the Financial Department (Railway Branch) to the General Department —

No. 321A of 1854

Financial Department
(Railway Branch)

Resolution
6th Sept. 1854

Ordered that copy of para 51 of a Minute by the Right Honble the Governor, dated 18th July 1854, and para 5to of the Report by Lieut Colonel Kennedy, therein referred to, be furnished to the General Department that the necessary instructions may be issued therefrom.

2. Resolved that it be also intimated that the proceedings from which the above paras are extracted are available in the Railways Department for reference if desired. —

6th Sept. 1854

/ do, H. E. Goldsmid
Offg Chief Secy to Govt

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Railway Department

Despatch

to

Honorable Court

No. 23 &.

Dated 28." September

1854.

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No. 20/G/ of 1854.

TERRITORIAL DEPARTMENT,
FINANCE.
(Railway Branch.)

To

THE HONORABLE THE COURT OF DIRECTORS,

For Affairs of the Honorable EAST INDIA COMPANY,

LONDON.

Dated Bombay, 28. September 1854.

HONORABLE SIRS,

RAILWAYS.

Great Indian Peninsula Railway Company, Affairs of.

In accordance with the instructions contained in your Hon'ble Court's Despatch, No. 9, of 20th April last, and with intention expressed in para: 2d. of our letter of 20th July, No. 16, G. we beg to forward, herewith, copy of two Statements furnished by our Accountant General, shewing the amount advanced by us to the Great Indian Peninsula Railway Company and expended on Capital account in the months of July and August 1854.

We have the honor to be,

Bombay Castle,
28th September 1854.

Hon'ble Sirs,
Your most obedient humble Servants,
(Sd.) Elphinstone,
(Sd.) J. Warden.

(True copy)
C. L. Eaton Secy.
Actg. Secretary to Govt.

&c.
W. G.

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No 6

1854/55.

Territorial Department

Railway

To

H. E. Goldsmid Esq^re

Offg Chief Secretary to Government

Sir,

Pursuant to the instructions conveyed in the Government Resolution, No 226 dated 5th June last, I have the honor to submit for transmission to the Hon^ble the Court of Directors, two Statements shewing the amount advanced from the Government Treasury and expended on Capital account for the months of July and August 1854 in connection with the G.I.P. Railway Company.-

I have the honor to be &c

Bombay
Accountant Gen^l Offce
25th Sept. 1854.-

(sd) B. E. Elliot
Accountant General

Maharashtra State Archives

Great Indian Pen

Dr. Statement of the Amount Advanced from account in the month of July 1854. —

Experimental Line

To Amount received per the following Drafts on the Sub Treasurer Viz.

1854 July 1 No. 122 For Rs. 4876.10.9 sanctioned in the Government letters Nos. 102, 315, 469 & 471 of 1852; 31, 280, 402, 475, 511, 611 and 677 of 1853 and 72, 99 & 216 of 1854 dated 27th Feby. 9th July & 28th Oct. 1852 16th May 15th July, 6th Augt. 13th & 19th Oct. 1853; and 27th Jany. 21st March & 2nd June 1854 respectively, Viz.

Establishment Charges

Directors allowance for June	500..	
Salaries	1737.2.9	
Office Expenses	20	
Rent of Offices	140.	2397.2.9
Engineering & Surveying Expenses	2479.8..	1876.10.9

" 10 123. For Rs. 21.3.9 sanctioned in Govert. letter No. 141, dated 27th June 1854

Rolling Stock & Machinery

Proportion of Travelling Expenses in Locomotive Dept. for May — 21.3.9.

" " 124. For Rs. 237.12.10, sanctioned in Government letter No. 148 dated 29th June 1854 Viz.

Rolling Stock & Machinery

Proportion of Sundry Expenses in Locomotive Department for May — 237.12.10

" 14 125. For Rs. 600.. " sanctioned in Government letter, No. 262, dated 1st July 1854, Viz.

Contract for Work No. 1.

Amount of Contingencies Hormusjee Claim — 600..

" 15 126. For Rs. 690.. " sanctioned in Government letter, No. 146. dated 3rd July 1854.

Miscellaneous Expenses on Station Account.

Ebrahim Currim for erecting Sheds — 690...

" " 127. For Rs. 69.10.8 sanctioned in Government letter, No. 265, dated 4th July 1854.

Rolling Stock & Machinery

Balance of Wages to Rutherford and Mark — 69.10.8.

" 11 128. For Rs. 1450.11.7 Endorsed by Superintending Engineer for Payment.

Rolling Stock & Machinery

Proportion of Salaries and Wages of the Locomotive Department for June — 1450.11.7.

" 22 129 For Rs. 253.14.11. sanctioned in Government Letter No. 152, dated 11th July 1854 Viz.

Miscellaneous Expenses on Stations Acct.	252.6.11.	
Maintenance of Way Contract No. 2.	1.8..	
		253.14.11.

Carried forward Rupees — 6200..6

insula Railway Bombay.

the Government Treasury and Expended on Capital } Cr.

Experimental Line

By amount Expended Viz.

Establishment Charges

1854 July 3 Directors Allowance for June — 500...

Salaries of Secretary's Department — 1733.2.9

Office Expenses

Peons wages for June — 24...

Rent of Offices — 140.... 2397.2.9

By Engineering and Surveying Expenses

" " Payment to J. J. Berkley Esqr. for Salaries & wages of the Engineers Department for June last — 2479.8..

" 19 Ditto — Ditto — for wages of Edward Barnes Platelayer and Inspector from 20 May to 30 June 1854, at Rs. 80 P Month — 110.15.6. 2590.7.5

By Maintenance of Way Contract No. 2.

" 22 Proportion of Charges of Special Engines Conveying Materials in April and May — 1.8..

" " Ditto — Ditto in June — ".6.."

" 27 J. J. Berkley Esqr. for wages of Platelayers and Subowners employed from Tanna to Panwell road in the month of June 1854. — 298.12.9 300.10.9.

By Miscellaneous Expenses on Station Account.

" 19 Payment Ebrahim Currim for erecting temporary Sheds at Bora Bunder and Mazagon 690..

" 20 Proportion of Charges of Special Engines conveying Materials &c. in April and May — 252.6.11.

Ditto — Ditto — in June — 6.2.. 948.8.11.

By Contract for Works No. 1.

" 19 Payment to Cowasjee Hormusjee in full of his Claim on account of Boundary Wall at the approach to his House at Mazagon — 600...

By Rolling Stock & Machinery

" 10 Ditto to D. M. Roche Esquire, for proportion of Travelling Expenses in Locomotive Department for May — 21.3.9.

" " Ditto — Ditto for Ditto for Sundry Expenses in Locomotive Department for May. 237.12.10.

" " Ditto — Ditto for proportion of Salaries & wages of the Locomotive and Traffic Department for June — 1450.11.7. —

Carried forward Rupees 1709.12.2. 6836.13.10.

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Brought forward Rupees - 8200..6.

1854
July 22 No 130 For Rs 6.8.- sanctioned in Government letter No 163 dated 11th July 1854 Viz.t
Miscellaneous Expenses on Station account
Rupees _____ 6.2.-
Maintenance of way Contract No 2 - _____ .6.- 6.8.-

" 24 131 For Rs 110.15.5. Sanctioned in Government letter No 2714 dated 13th July 1854 Viz.t

Engineering & Surveying Expenses
Wages of Edward Barnsley Artificer from England 110.15.5

" 27 132. For Rs 298.12.9 Endorsed for Payment by Superintending Engineer
Maintenance of way Contract No 2.
Wages of Platelayers and Labourers for the month of June _____ 298.12.9 861648

North Eastern Extension

" 2 25 For Rs 4207.4.- sanctioned in Government Letters No 102, 229, 315, 323 & 461 of 1852; 462, 613, and 777 of 1853 and 34 of 1854 dated 27th February 28 April and 9th & 14th July 1852, 5th July, 13th Oct.r and 24th December 1853, and 24 January 1854. Viz.t
Engineering and Surveying Expenses
Salaries &c.a Engineers Department for June 1854. _____ 42074.-

South Eastern Extension

" " 26. For Rs 4892.4.- sanctioned in letters No.s 102, 229, 315 323 and 469 of 1852, 403, 613 and 777 of 1853 and 160 of 1854 dated 27th February 28th April and 9th & 14th July 1852; 5th July, 13th October and 24th December 1853 and 18th April 1854 respectively Viz.t

Engineering & Surveying Expenses
Salaries &c.a Engineers Department for June 1854. _____ 4892.4.-

Rupees — 1771512.8.

Bom.
Accountant
25th

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Brought forward Rupees 6836.8.10

Rolling Stock & Machinery Continued

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Brought forward Rupees 1709.12.2.

1854
July 10 Payment to D. M Roche Esq.r for Balance of wages due to Rutherford and Mark Engine Drivers & Head Mechanic from 20th April to 31 May 1854 - 69.10.8
1779.6.10 861648.

North Eastern Extension

Engineering and Surveying Expenses

" 3 Payment to J. J Berkley Esq.re for Salaries and Wages of the Engineers Department for the month of June 1854. _____ 42074.-

South Eastern Extension

Engineering & Surveying Expenses

Payment to J. J. Berkley Esquire, for Salaries, and wages of the Engineers Department for the month of June 1854. _____ 4892.4.-

Rupees — 1771512.8.

Bay
Generals Office
Sept.r 1854.
I Sig.d J. E. C. Elliot
Accountant General.-

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Great Indian Peninsula Railway, Bombay. — S.177 — 176.

Dr. Statement of the amount advanced from the Government Treasury on account in the month of August 1854. — Cr.

Experimental Line

To amount received from the following Drafts on Sub Treasurer Visp

1854 Augt. 1. No 133. For Rs 4868.8. sanctioned in Government letters Nos 102, 315, 469 & 471 of 1852, 31, 280, 402, 475, 511, 611 & 677 of 1853; 72, 99, 216 & 274 of 1854, dated respectively 27 Feby 9 July & 28 October 1852, 16 May, 15 July, 6 Augt & 13 & 19 Octr 1853 & 27 January 21 March, 2 June & 15 July 1854.

Establishment Charges

Directors allowance	500..	
Salaries &c	1645..	
Office Expenses	24..	
Rent of Offices	140..	2309..
Engineering & Surveying Expenses		
Salaries and Wages of the Engineers Dept for July	2559.8..	4868.8..

" 6. 134. For Rs 27.13.3 sanctioned in Govt letter No 156, dated 24 July 1854.

Rolling Stock & Machinery

Proportion of Travelling Expenses in Locomotive Department for June 1854. — 27.13.3.

" 6 135 For Rs 228.15.1 sanctioned in Govt letter No 157 dated 24 July 1854.

Rolling Stock & Machinery

Proportion of Sundry Expenses in Locomotive & Traffic Department for June — 228.15.1

136. For Rs 28462.3.6 sanctioned in Govt letter No 161 dated 25 July 1854.

Contract for Works No 4.

General Certificate of work performed in the month of June 1854. — 28462.3.6.

1. 137. For Rs 48.. sanctioned in Government letter No 73 dated 28 February 1854

Permanent Way Sleepers — 48..

12 138. For Rs 1697.6.4 General Current Expenses sanctioned in Government letter No 165 dated 29 July 1854. Visp

Establishment Charges

Office Expenses	45.2.	
Office Furniture	42..	87.2.
Printing Stationery & Advertising		213.7.4.
Freight Duty &c		388.15.4
Permanent Way		63.6.3.
Maintenance of Permanent way Contract No 2.		96.11.10.
Miscellaneous Expenses on Station account.	847.11.7.	1697.6.4.

Carried forward Rupees — 35332.11.2

Experimental Line.

By amount Expended Visp

Establishment Charges

Directors allowance for July	500..	
Salaries of Secys Department for Do	1645..	
Office Expenses		
Peons wages for July	24..	
Petty Disbursements for May	25.2.	
Wages of Extra Clerk for Do	20..	69.2.
Office Furniture		
Sorabjee Byramjee for furniture supplied to the Secretary's Department	42..	
Rent of Offices		
B & A Hormusjee for rent for July	140..	2396.2..

Printing Stationery & Advertising

Bombay Education Society's Press for lithographing forms of Tender and Schedule for Contract No 5 — 87.14.

" Bombay Summachar

Printing 100 hand bills inviting Tenders for Contract No 5. — 3.. — 90.14.

Pallonjee Jeejeejee for binding Books and Making Envelopes. — 6.8.

" Bombay Gazette Advertising the Construction of Contract No 5 and Tenders for Collection and Cartage of Goods — 25.2.

" Telegraph & Courier — Do. — Do. — 27.4.

" Bombay Times — Do. — Do. — 29..

" Chuttra Dnyan Durpun " Collection and Cartage of Goods — 6.2.

Summachar Durpun — Do. — Do. — 4.. 5

Ditto Construction of Contract No 5 — 4.11.7.

" Jami Jumshed — Do — 4.3.2

" Bombay Chabuk — Do — 5.4..

" Parsee Reformer — Do. — 3.6.2

" Bombay Prabhakar

Tenders for Sleepers in month of March — 4.. — 116.1.4. — 213.7.4

Freight Duty and Landing Charges

Collector of Customs for duty on Bolts & Nuts ex " Rock City " — 388.15.4.

Engineering and Surveying Expenses

Payment to J J Berkley Esqre for Salaries and wages of Engineers Department for July — 2559.8..

Permanent Way

Payment to Ramenathen Ayurre for 16 Blackwood Sleepers at Rs 3 each — 48..

Ditto to J J Berkley Esqre for Mrs Wests account for wages of Electries, Peejaries &c — 32..

Ditto Do Do for an Iron Switch connecting Rods and for Repairing Tools. — 31.6.3. — 111.6.3.

Carried forward Rupees — 5669.6.11

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Brought forward Rupees 35332.14.2.

1854 August. 12 No 139 For Rs 202.8.0 sanctioned in Govt letter No 166 dated 29 July 1854. Contract for Station Buildings Messrs Wyse & Co for certificate of Ballasting siding in June ____ 202.8.0

" 140 For Rs 3435.10.6 sanctioned in Government letter No 178 dated 21st July 1854. - Contract for Station Buildings Jamsetjee Dorabjee for Certificate of work performed at the Callian & Bereuk Stations in May ____ 3435.10.6

" 141 For Rs 905.6.5 sanctioned in Government Letter, No 179 dated 31 July 1854 Contract for Station Buildings Messrs Wyse & Co for Certificate of Works performed at the Stations in June ____ 905.6.5

" 142 For Rs 9251.11.11 sanctioned in Government letter, No 180, dated 31st July 1854. - Contract for Station Buildings Messrs Wyse & Co for certificate of work performed Locomotive Depôt in May and June — 9251.11.11

15 143. For Rs 6511.15.7 sanctioned in Govt letter No 101, dated 1st August 1854. Contract for Station Buildings Messrs Wyse & Co for Certificate of Extra work performed at the Stations in May & June — 6511.15.7

19 144 For Rs 1251.9.9. endorsed for payment by Supt Engineer on the 14th August 1854. - Rolling Stock & Machinery Proportion of Salaries and Wages of the Locomotive & Traffic Department ____ 1251.9.9

22 145. For Rs 315.11.6 Endorsed for payment by Supt Engineer on the 19th August Maintenance of Way Contract No 2. Wages of Platelayers & Labourers for July 1854 — 315.11.6

27 146 For Rs 500.0.0 sanctioned in Govt letter No 186 dated 11th Augt. - Rolling Stock & Machinery Messrs Collett & Co for painting Goods Waggons 500.0.0

" 147. For Rs 207.0.0 sanctioned in Government letter, No 187 dated 14th August - Contract for Works No 3. Jamsetjee Dorabjee for Certificate of Extra work performed in June ____ 207.0.0

148. For Rs 4715.0.0 sanctioned in Govt letter, No 188 dated 14th August 1854. - Contract for Works No 4. Jamsetjee Dorabjee for Certificate of work performed in July ____ 4715.0.0

62629 7 10

Carried forward Rupees 62629 7 10

S-179 178.

Brought forward Rupees 56896 11.

Maintenance of Way Contract No 2.

Payment to J J Berkley Esqr for Mr Wests account for Baskets for Ballasting, wood for Mallets &c ____ 96.11.10.

Ditto — Ditto for wages of platelayers and Labourers employed on Contract No 2 in July ____ 315.11.6. 412.7.4

Miscellaneous Expenses on Station Account

Payment to J J Berkley Esqr for Mr Wests account for wages of men employed at the Bombay Iron Goods Shed ____ 262.9.10.

Ditto — Do — Do for wages of Masonries Paint &c 223.3.5

Ditto — Do — Do wages of men laying new sidings, Piping and making Drains — 179.12.3.

Ditto Do for Mr Inglis's account for wages of men employed at the Callian Station 148.12.5

Ditto Do for Mr Wests account for Iron for Turntables, Carpenters Labor, &c 19.4.8

Ditto Do Do for sawing & Carpenters work in repairing Porters lodges ____ 114.1.0 847.11.7

Contract for Station Buildings

Payment to Messrs Wyse & Co for Ballasting Siding in June ____ 202.8.0

Ditto to Jamsetjee Dorabjee for Certificate of work performed at the Callian and Bereuk Stations in May ____ 3435.10.6

Ditto to Messrs Wyse & Co for General Certificate of work performed at the Station in June ____ 905.6.5.

Ditto Do for Certificate of Work performed at the Loco: Depôt Mazagon, in May and June ____ 9251.11.11.

Ditto Do for Certificate of Work performed at the Stations in May and June — 6511.15.7 20307.4.5

Contract for Works No 3.

Payment to Jamsetjee Dorabjee for Certificate of Extra work performed in June ____ 207.0.0

Contract for Works No 4.

Payment to Jamsetjee Dorabjee for General Certificate of work performed in June — 28462.3.6.

Ditto — Ditto — for — Ditto — of — Ditto — in July — 4715.0.0 33177.3.6

Rolling Stock & Machinery

Payment to D. M. Rocke Esqr for proportion of Travelling Expenses in Locomotive Department for June ____ 27.13.3.

Ditto Ditto for Proportion of Sundry Expenses in Locomotive Department for June ____ 228.15.1

Ditto Ditto for Proportion of Salaries & wages of the Locomotive and Traffic Department for July ____ 1251.9.9.

Ditto to Messrs Collett & Co for Painting Goods Waggons ____ 500.0.0

2008.6.1 62629 7 10

Carried forward Rupees — 62629 7 10

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1854. Aug.t

179. S-180

Brought forward Rupees 62629 7 10.

North Eastern Extension

1. 28 For Rs 4207.4.- sanctioned in Government letters Nos 102, 229, 315, 323 & 461 of 1852, 1162, 613 & 777 of 1853 and 34 of 1854. dated 27th Feby. 25th April and 9th & 14th July 1852, 6th July, 13th October and 24th Dec.r 1853; and 24 January 1854 respectively Viz.t

Engineering and Surveying Expenses
Salaries and Wages for July 1854. ——— 4207 4 -

South Eastern Extension

" 29 For Rs 4892.4.- sanctioned in Government letters Nos 102, 229, 315, 323 and 469 of 1852, 403, 613 and 777 of 1853 and 160 of 1854, dated 27 February, 28th April and 9th & 14th July 1852, 6th July, 13th Oct.r and 24 December 1853; and 18th April 1854 respectively Viz.t

Engineering & Surveying Expenses
Salaries & wages for July 1854. ——— 4892 4 -

Rupees - 71728 15 10.

Accountant
25.

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Brought forward Rupees - 62629 7 10.

North Eastern Extension 180

Engineering & Surveying Expenses
Payment to J J Berkley Esqure for Salaries and wages of the Engineers Department for July ——— 4207 4 -

South Eastern Extension

Engineering & Surveying Expenses
Payment to J J Berkley Esqure, for Salaries and wages of the Engineers Department for July 1854 ——— 4892 4 -

Rupees 71728 15 10.

Bombay,
General Office,
September 1854
(Sd) E E. Elliot
Accountant General. —

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Railway Department

Despatch

to

Honorable Court

№ 24 G

Dated 28th September

1854

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No. 24/6 of 1854.

Territorial Department,
Finance.
(Railway Branch.)

To

The Honorable the COURT OF DIRECTORS,

For Affairs of the Honorable East India Company,

LONDON.

Dated Bombay, 28 September 1854.

Honorable Sirs,

RAILWAYS.

Great Indian Peninsula Railway Company, Affairs of.

We have the honor to trans mit herewith, a copy of the proceed ings which have passed in continu ation of those forwarded with our Despatch of 11th instant, No 21 G, relative to the affairs of the Great Indian Peninsula Railway Company.-

2 The proceedings numbered 1278 to 81 relate to the supply of sleepers for Contract No 5. In consideration of the large demands for timber for sleepers &c^a which will arise in the extension of the Railway, you will observe that we have resolved on allowing supplies being furnished to the Railway Company from our Forests at lower prices than would be

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be demanded from ordinary and less extensive purchases.-

3 We have also to request attention to the correspondence noted in the margin, from which it will be seen that, in consequence of further applications for increased wages which have been made to the Committee of Directors by some of the Engine Drivers and Mechanics in the service of the Railway Company, the Committee have proposed and been permitted by us, to offer certain recommendations to the London Board for increasing the wages of the above parties, and also for establishing a scale of remuneration for Engine Drivers.- We have suggested to the Directors the advisability of adopting the apprenticing system with a view to the training up of Engineers and Mechanics to meet the Company's requirements. To remove the objection, that, if the plan were tried to any considerable extent, the expenses incurred thereby would press unduly on the traffic receipts from the portion of the line now

Vols 1243 & 1246.

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now opened, instead of being charged against that portion which has yet to be constructed, and on which the new hands will hereafter be employed, we have informed the Directors of our willingness to allow the expenses to be charged for a time to the Capital account. We trust our proceedings will be approved.-

We have the honor to be, &c.

Bombay Castle, 28th September, 1854.

/Sign'd/ Elphinstone,-
/Sign'd/ J. Warden.-

/True Copy/.
C. L. Raisett Esqr.-
Offg. Secretary to Govt.-

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V. G.

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188.

List of Accompaniments to letter to the Honble the Court of Directors No. 324/A dated 28th Septr 1854

1223. From Secy Ry Coy No. 906 dd 27th Septr 1854, with accompts.

1224 Memo by Supdg Engr No 207 dd 8th Septr 1854.

1225 Memo by Actg Chief Engr to Govt No. 228 dd 8th do

1226 From Secy Ry Coy No 907 dd 13th Septr 1854 with accompts.

1227 Memo by Supdg Engr No. 211. dd 18th Septr 1854.

1228 Govt Resolution dd 19th Septr 1854, comtd under No 334.

1229 To Secy Railway Company

1230 From Secy Ry Coy No. 879 dd 6th Septr 1854 with accompts.

1231. Memo by Supdg Engr No 208 dd 13th Septr 1854.

1232 From Secy Ry Coy No. 883 dd 21st Septr 1854, with accompts.

1233. Memo by Actg Chief Engr to Govt No 9 dd 9th Septr No 241.

1234 From Secretary Ry Coy No 918 dd 15th Septr with accompts.

1235 Memo by Supdg Engr No 215 dd 19th Septr 1854

1236 From Secy Ry Coy No 905 dd 12th Septr 1854 with accompts.

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1237 Mems by Lutyg Engr No 209
dy 13th Septr.

1238 Govt Resolution dy 20th Septr 54
Commander No 335

1239 To Secy Ry Compy

1240 Govt Resolution on Despatch
No 14 dy 12 July 1854.

1241. From Secy Ry Coy No 900 dy 8th
September 1854.

1242 Minute by the Hon'ble Board
dy 21st Septr 1854.

1243 From Secy Ry Coy No 857 dy
2d Septr 1854 with accompts.

1244. Govt Resolution dy 22d Septr 54
Commander No 336.

1245. To Secy Ry Compy

1246 To Offg Secy to the Govt of India
No 337 dy 22d Septr

1247 From Secy Ry Coy No 930 dy
22d September 1854.
with account

1248 Mems by Lutyg Engineer No 220.
dy 26 Septr 54.

1249 From Secy Ry Compy No 934
dy 22d Septr 1854.

1250. Minute by the Hon'ble Board
dy 26th Septr 54.

1251. From Secy Ry Coy No 931
dy 21st September 1854
with account

1252 Govt Resolution dy 27 Septr
Commander No 343.

1253 To Secy Ry Coy.

From

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1254 From Secy Ry Coy No 909
dy 13th Septr 1854.
with account

1255 Mems by Lutyg Engr No 221
dy 26th Septr 1854

1256. From Secy Ry Coy No 920
dy 18th Septr 1854.
with account.

1257. Mems by Lutyg Engr No 217
dy 20th Septr 54.

1258 To Offg Secy to the Govt of India
No 332 dy 13th Septr 1854

1259 To Offg Secy to the Govt of India
No 340 dy 26th Septr 1854.

1260 From Secy Ry Coy No 926
dy 20th Septr 54
with account

1261. Mems by Lutyg Engr No 219
dy 22d Septr 1854.

1262 From Secy Ry Coy No 928
dy 20 Septr 1854.
with account

1263 Mems by Lutyg Engr No 218
dy 22d Septr 1854

1264 From Secy Ry Coy No 915
dy 14 Septr 1854
with account.

1265 Mems by Lutyg Engr No 214
dy 18th Septr 1854.

From

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1266. From Secy Ry Coy No 901
dy 8th Septr 1854
with accompts

1267. Memo by Supy Engr No 208
dy 9th Septr 1854.

1268 From Secy Ry Coy No 914
dy 14th Septr 1854
with accompts.

1269. Memo by Supy Engr. No 213
dy 18th Septr 1854.

1270 From the Secy Ry Coy No 906
dy 12th September 1854
with accompts.

1271. Govt Resolution dy 23 Septr 1854
Comb under No 338.

1272 To Secy Ry Coy

1273 Transfer from Genl Departt
No 2843 dy 7 Septr 1854

1274 Memo by Offg Chief Secy to Govt
to Genl Department
No 320 dy 9 Septr 1854.

1275 Memo from Accountant General
No 8 dy 27th Septr 1854

1276 From Secy Ry Coy No 911.
dy 13th Septr 1854,
with accompts

1277 Memo to Accountant General
No 342 dy 26th Septr 1854

1278 From Secy Ry Coy No 853
dy 1st Septr 1854
with accompt. Govt

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1279 Govt Resolution dy 25 Septr 54
Comb under No 329.

1280 To Secy Ry Coy

1281 To Conservator of Forests.

1282 From Secy Ry Coy No 913
dy 14th Septr 1854
with accompt

1283 Memo by Supy Engr No 212
dy 18th Septr 54.

1284. From Secy Ry Coy No 929
dy 21st Septr. 1854

1285 Minute by Hontble Board
dy 26 Septr 54

1286 From Secy Ry Coy No 920
dy 21st Septr 54
with accompts

1287 Govt Resolution dy 27th Sept
54 Comb under No 344

1288 To Secretary Railway Company.

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S-195 1223 194.

Great Indian Peninsula Railway Company.
Offices, Bombay.
2d September 1854.

No. 856 of 1854.

To,
H. E. Goldsmid, Esquire,
Offg: Chief Secretary to Govt,
Financial Department,
/Railway Branch/

Sir,

I am desired to forward, for submission to the Right Honble the Governor in Council, the accompanying Extract from a Report by the Traffic Manager, dated the 4th Ultimo, recommending certain improvements to be made in the residence of the Station Master at Boree Bunder.

2. Enclosed also is a copy of a Report by the Chief Resident Engineer, dated the 30th Ultimo, estimating that the work will cost Rupees 700.

3. The Committee request that Government will be pleased to sanction these improvements being effected at a cost not exceeding Rupees 700.

I have the honor to be, &c.,
/signed/ J. R. Watt,
Secretary

Extract from letter from the Traffic Manager, No. 208, dd 4th August 1854.

The small room provided for the late Station Master is too small to accommodate a European properly, it is only 17 feet by 20 without any closet or additional room

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room; as it is indispensible for the safety of your property at the terminus, that a respectable European should reside there. I beg to recommend a few small additions to the Station Master's room.

A lamp room adjoins the Station Master's room and as the former is larger than we require for its present purpose, I beg to propose that it may be divided by a partition, and that a portion of it may be given to the Station Master as a bed room. the erection of a small porch a bath room or closet of 10 feet by 9 and a Cookroom of 10 feet square will also be necessary in order to render the place fit for a residence.

I beg also to recommend that the present Station Master's room may be lined with boards and painted or whitewashed inside, and that the plank flooring, which now only extends through half the room may be made to cover the whole floor.

As I am afraid to leave the place at night, except in charge of a European, I have, pending your permission, allowed the Station Master to occupy the unfinished waiting room at the Station.

/True Copy/,
/Signed/ J. R. Watt,
Secretary.

To,
The Committee of Directors of the
G. I. P. Railway Company.

Gentlemen,

In compliance with your directions communicated by the Secretary's letter

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letter, No. 769, dd 10th. of August 1854, I have the honor to report to you, that, I estimate the alterations in the Station Master's house at Boree Bunder, consisting of a partition across one of the rooms, the lining of another with planking, completing the flooring, making a door in the old partition, erecting a roof 15 feet by 10 feet to form a porch and bath-room, as applied for by Mr. Roche, and enclosing the bathroom with weather boarding and making a Chunam floor to it at ~~Rs~~ 500; and that I estimate the cost of a detached Cookroom 10 feet square, enclosed with weather boarding and covered with tiled roof and bamboo laths, at ~~Rs~~ 200.

I have the honor to be, &c.,
/Signed/ J. J. Berkley.

Poonah,
30th. August,
1854.

/True Copy/,
/Signed/ J. R. Watt,
Secretary.

1224

No. 207 of 1854.
Financial Department.
/Railway Branch/

Memorandum.

The Superintending Engineer, Railway Department, has the honor to recommend that the additional accommodation to the Boree Bunder Terminus, should be sanctioned.

As regards the estimated cost of these improvements, the sum stated Rs 700 appears high, but the want of quantities and rates does not admit of a fair judgement being formed on this point. There is one item, however, of which the dimensions are given.

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given- A detached Cookroom 10 ft. square enclosed with weather boarding and covered with tiled roof and bamboo lattes is estimated at 200 Rs, that is, Rs 2 per square foot.

This rate appears to be high for such a description of building, and is sufficient for a lower roomed house, finished in the best style with masonry walls, plastered within and without, Chunam floors, ceiling, double tiled roof, and finished as a dwelling house in every respect.

[Signed] J.H.G. Crawford,
Major,
Supdtg. Engr., Railway Dept.

September 8th, 1854

No. 328 of 1854.

Financial Department,
Railway Branch.

Memorandum.

The Railway Company are requested to have the goodness to afford some details as to the quantities and rates of the alterations and additions proposed in their letter, No. 856, and its accompaniments.

By order, &c.a.,
[Signed] H.E. Goldsmid,
Offg. Chief Secretary to Govt.

Bombay Castle,
8th September,
1854

1226

Great Indian Peninsula Railway Company.
Offices, Bombay.
15th September 1854.

No. 907 of 1854.

To

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H. E. Goldsmid, Esquire,
Offg. Chief Secretary to Govt.
Financial Department,
Railway Branch.

Sir,

I have the honor to acknowledge the receipt of your Memorandum, of the 8th instant, No. 328, requesting that some details might be furnished as to quantities and rates of the alterations and additions proposed to be made at the residence of the Station Inspector, Borse Bunder, and to forward, herewith, a Statement of the quantities which has been drawn up by the Chief Resident Engineer.

My letter of the 2d instant and its enclosures are returned enclosed.

I have the honor to be, &c.a.,
[Signed] J. R. Watt.
Secretary.

Bombay

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Bombay Station.

Estimated Quantities in proposed additions to Station Master's House.

7	Cubic yards of Excavation
7	" Rubble
5	" Filling in and punning for floor
1	Square " Chunam flooring
11	Cubic feet Jungle flooring) joists
8	do Dressed posts
13	do Framing
2	Square Jungle 1¼ Flooring
3	do 1 Partition
3	do 1 Weather Planking
5	do ¾ Lining do
3	do Roofing, Latching, Matting and Tiling
50	Lineal feet do Doors and Window Casings
40	Square " " Ledged Doors and Window Shutters

Estimated Quantities in a Cookroom for the Station Master

2	Cubic Yards Excavation
5	" Rubble
6	" Filling in
2	Square Common jungle Roofing and Tiling
3	" Jungle Weather Planking
20	Cubic feet do Posts and Framing
33	Square feet do Doors and Windows

True Copy,
Signed J. R. Pratt,
Secretary.

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No. 211 of 1854.

Financial Department,
(Railway Branch)

Memorandum.

The Superintending Engineer, Railway Department, has the honor to remark that no rates, only quantities, are furnished in this Statement.

Affixing fair rates to these quantities, the estimated amount still appears high.

Sanction, however, is asked for a sum not exceeding Rs. 700 and the work may probably be executed considerably within the amount mentioned, the Superintending Engineer estimates the cost of the whole at Rs. 500 @ 550.

Signed J. P. G. Crawford,
Major,
Supty. Engineer, Railway Dept.

September 18th 1854.

Resolution on letter from Secretary G. I. P. Railway Company, No. 856, dd. 12th Sept. 1854, requesting sanction to certain improvements being made in the residence of the Station Master at Boree Bunder, at a cost not (exceeding Rs. (700) Seven hundred,- also, on Railway Company's letter, No. 907, dd. 13th September 1854.

The suggested improvements sanctioned.

2. The estimated cost of the proposed buildings, as far as can be judged from the quantities given, the rates not having been furnished, appears to Govt. to be high. Govt. trust that the Directors will do their utmost

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utmost to enforce economy in such works.

[signed] Elphinstone,
" J. Warden,
19th September, 1854. " J.G. Lumsden.

1229

No. 334 of 1854.
Financial Department,
/ Railway Branch.

To,
The Secretary G. I. P.
Railway Company.

19th September, 1854. [signed] C. E. F. Taylor,
Offg: Secy: to Govt.

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Great Indian Peninsula Railway

No 879 of 1854

Bombay 6th September 1854

Memorandum.

Account of Gamesha Bombaye for works executed on Contract 1804 during the month of August 1854 with certificate by the Chief Resident Engineer, forwarded with a request for authority to draw on the Sub Treasurer for the amount thereof viz Rupees Four thousand seven hundred and sixteen (4716.0.0).

by Thos. R. Hall
Secretary.

To Secretary to Government
Financial Department
/ Railway Branch.

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Great Indian Peninsula Railway

Contract No 44.—

Certificate of Earthwork for the month of August 1844.

No.	Description of Works	Situation	Cubic Yards	Rate	Gross value Rate	Amount paid up to last certificate	Quantities of work finished at this date	Quantities of work paid for by last certificate	Proportions of work to be paid for	Amount due Rate
	Earthwork.									
1	Embankment		1404		357 ..	357 ..	all	all		
2	do		2390		746 14	746 14	"	"		
3	do		797		249 1	249 1	"	"		
4	do		25461		12720 8	12720 8	"	"		
5	do		16638		6239 4	6239 4	"	"		
6	do		6337		1355 5	1355 5	"	"		
7	do		4718		1474 6	1474 6	"	"		
8	do		9879		3704 10	3375 ..	9000	9000		
9	do		4469		1396 9	1000 ..	3200	3200		
10	do		22461		9817 15	9817 15	all	all		
11	do		3225		1007 13	912 8	2920	2920		
12	do		7904		2964 ..	2964 ..	all	all		
13	do		12883		6637 3	5031 4	11500	11500		
14	do		639		159 12	129 12	all	all		
15	do		2694		1010 4	1010 4	"	"		
16	do		15609		6828 15	6343 14	14500	14500		
17	do		13666		8166 6	7525 ..	17200	17200		
18	do		926		1963 9	1500 ..	4500	4500		
19	do		7760		2425 ..	2343 12	7500	7500		
20	do		4806		1501 14	1187 8	3800	3800		
21	do		23767		11883 8	10800 ..	24600	24600		
22	do		24131		10557 5	10150 ..	23200	23200		
23	do		9077		3403 14	3403 14	all	all		
24	do		3293		1029 1	1029 1	"	"		
25	do		11183		4193 14	3750 ..	10000	10000		
26	do		3062		865 8	865 8	all	all		
27	do		8162		3058 4	3058 4	"	"		
28	do		9453		3544 12	2850 ..	7600	7600		
29	do		4335		1357 11	1218 12	3900	3900		
30	do		4622		1646 6	1031 4	3300	3300		
31	do		17674		7697 6	7437 8	17000	17000		
32	do		16812		7365 4	6912 8	15800	15800		
33	do		15521		6790 7	6336 4	12700	12700		
34	do		11169		4188 6	2850 ..	7600	7600		
35	do		8282		2588 7	2266 4	6900	6900		
36	do		11611		5805 8	3500 ..	7000	7000		
37	do		14158		6194 24	5556 4	12700	12700		
38	do		4488		1122 ..	1000 ..	4000	4000		
39	do		9254		3470 4	2962 8	7900	7900		
40	do		6338		1666 9	1312 8	4200	4200		
41	do		5927		1852 3	1000 ..	3200	3200		
42	do		1182		353 12	312 8	1000	1000		
			394685	160	134 8	145 345 ..				

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Great Indian Peninsula Railway

Contract No 44.

General Certificate for the month of August 1844.

No.	Description of Works	Situation	Cubic Yards	Rate	Gross value Rate	Amount paid up to last certificate	Quantities of work finished at this date	Quantities of work paid for by last certificate	Proportions of work to be paid for	Amount due Rate
	Earthwork		394685	160	134 8 ..	145 345 ..	about	about	about	
	Viaducts. Bridges & Culverts.			R. C						
1	1 Ft. 6 in Culvert			0. 20	65 ..	65 ..	all	all		
2	do			0. 58	70 ..	70 ..	"	"		
3	Baloshin Viaduct			1. 20	15114 12	12092 ..	80	80		
4	7 Ft arch			1. 52	884 8	884 8	all	all		
5	1 Ft. 6 in. Culvert			1. 71	80 ..	80 ..	"	"		
6	do			2. 15	80 ..	80 ..	"	"		
7	do			2. 30	95 ..	95 ..	"	"		
8	Colassa Viaduct			2. 62	9439 6	7167 ..	80	76	04	3774 ..
9	Treble 2 ft 6 in. Culvert			3. 11	450 ..	450 ..	all	all		
10	do do			3. 32	450 ..	450 ..	"	"		
11	2 Ft. 6 in Culvert			3. 65	192 ..	192 ..	"	"		
12	Double 2 ft 6 in Culvert			4. 6	380 ..	380 ..	"	"		
13	do do			4. 38	440 ..	440 ..	"	"		
14	1 Ft. 6 in Culvert			4. 67	65 ..	65 ..	"	"		
15	Double 2 ft 6 in Culvert			5. 0	360 ..	360 ..	"	"		
16	do do			5. 31	360 ..	360 ..	"	"		
17	do do			5. 38	340 ..	340 ..	"	"		
18	do do			6. 14	540 ..	540 ..	"	"		
19	1 Ft. 6 in Culvert			6. 32	85 ..	85 ..	"	"		
20	2 Ft 6 in. Culvert			7. 2	180 ..	180 ..	"	"		
21	Kalas Viaduct			7. 20	9473 4	3296 ..	36	35	01	942 ..
22	Treble 2 ft. 6 in Culvert			7. 52	780 ..	780 ..	all	all		
23	1 Ft. 6 in Culvert			7. 64	110 ..	110 ..	"	"		
24	2 Ft. 6 in Culvert			8. 39	240 ..	240 ..	"	"		
25	1 Ft 6 in Culvert			9. 4	90 ..	90 ..	"	"		
26	Double 2 ft 6 in Culvert			9. 68	300 ..	300 ..	"	"		
27	Double 4 ft. Culvert			10. 0	539 12	378 ..	70	70		
28	Double 2 ft 6 in Culvert			10. 49	420 ..	420 ..	all	all		
29	2 ft Culvert			11. 22	136 ..	136 ..	"	"		
30	2 ft Culvert			11. 46	120 ..	96 ..	80	80		
31	2 Ft. 6 in Culvert			11. 74	240 ..	240 ..	all	all		
32	Treble 2 ft 6 in Culvert			11. 79	870 ..	870 ..	"	"		
33	do do			12. 18	990 ..	990 ..	"	"		
34	Two 20 ft Arches			12. 25	8389 6	3356 ..	40	40		
35	1 Ft. 6 in Culvert			12. 38	85 ..	85 ..	all	all		
36	do			12. 52	100 ..	100 ..	"	"		
37	2 Ft 6 in Culvert			12. 54	228 ..	228 ..	"	"		
					32556 6	27538 8				4716 ..

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No.	Description of Works	Mileage	Cubic Yards quantities	Gross value	Amount paid up to last Certificate	Proportions of Work finished at this date	Proportions of Work Paid for by last Certificate	Amount due
				Rs	Rs			Rs
	Brought forward			3825506-6	2756888.			4716..
38	2 ft Culvert	12.60		144..	144..	all	all	
39	One 20 ft Arch	12.72		3619..	1267..	35	35	
40	2 ft 6 in culvert	13.19		240..				
41	do do	13.49		288..	29..	10	10	
42	do do	13.61		216..	151..	70	70	
43	do do	14.8		324..	259..	80	80	
44	Basta Culvert	14.20		8821..	1467..	13	13	
45	Double 2 ft. 6 in Culvert	14.32		440..	44..	10	10	
46	1 ft. 6 in culvert	14.45		70..	70..	all	all	
47	2 ft 6 in Culvert	14.56		165..	134..	80	80	
48	Double 2 ft 6 in Culvert	15.24		300..	300..	all	all	
49	Treble 2 ft 6 in Culvert	15.30		840..	840..	"	"	
50	Bridge over Nullah	15.42		14462..	5496..	38	38	
51	2 ft. Culvert	15.61		152..	152..	all	all	
52	2 ft. 6 in Culvert	16.19		204..				
	Permanent Way							
1	Ballasting		92043	57626.	28763..	50	50	
2	Laying		25274	36582.	13620..	38	38	
3	Side Ditch		25887	2389.6				
4	Running Ropes		11496	7168.				
	Provisions							
1	18 Level Crossings	L.M.	2700..					
2	18 in. Culvert	150	750..	687..	916	916		
3	2 ft. Culvert	100	800..	250..	35	35		
4	2 ft. 6 in. Culvert	70	840..	840..	all	all		
5	Double 2 ft. 6 in Culvert	50	1000..	500..	50	50		
6	Treble 2 ft. 6 in Culvert	50	1500..					
7	10 Footway Crossings	S.M.	500..					
8	Stone pitching on Slopes	5000	2500..					
9	Stone pitching in invert	100	100..					
10	Permanent Fence	L.M. 52188 C.M. 506	6214..	4214..	10	10		
11	Concrete		1250..	750..	60	60		
12	Excavation	500.	1500..	750..	50	50		
13	One 7 ft Arch		854 8.					
14	2 Lodges.		450..					
	Maintenance for 1 Year		16,500..					
				6685492	3463958.			
	Nett Rupees			34168.12				4716..
				3122772				

by Jamsetjee Dombjee
" J. J. Berkley

S 8/54

S 8/54

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I hereby certify that the sum of Company's Rupees 14716/ Four thousand seven hundred and sixteen is due to Jamsetjee Dombjee upon the terms of his Contract for the works executed up to 31st August 1854

Bombay Railway Office
5th September 1854

by J. J. Berkley

No 208 of 1854
Financial Department
(Railway Branch)

Memorandum

The General certificate forwarded with Mem. from Railway Company No 879 dated 6th September 1854 of works performed by Jamsetjee Dombjee on Contract No 4 during the month of August, has been examined, and, under the sanction conveyed in Government letter of 10th January 1854. No 13. the Committee of Directors are authorised to draw on the Sub Treasurer for the amount thereof Rupees 14716/ Four thousand seven hundred and sixteen

Bombay
September 13th
1854

by J. H. G. Crawford
Major
Supdg Engr Railway Depart

True Copy
by J. H. G. Crawford
Major
Supdg Engr. Railway Depart

Maharashtra State Archives

207. 184.

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S 209 208.

Great Indian Peninsula Railway

No. 855 of 1854

Bombay 2nd Sept 1854.

Memorandum.

Account of James Detye Doolyee for work performed at Callian and Perseek Stations in the months of June and July 1854 with certificate by the Chief Resident Engineer forwarded, with a request for authority to draw on the Sub Treasurer for the amount thereof - viz Rupees Two thousand nine hundred and twenty one, annas twelve and pies four —

by Thos R. Watt
Secretary

The Secretary to Government
Financial Department
Railway Branch

Maharashtra State Archives

209.

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Accepted

I hereby certify that the sum of Company's Rupees 2921.12.0 / Two thousand nine hundred and twenty one, annas twelve and pies five / is due to Jamsetjee Dorabjee upon the terms of his Contract for work executed at the Callian and Persseek stations up to 31st July 1854.

Poona
15th August 1854

Sd/ J. J. Barkley

Great

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Great Indian Peninsula Railway
Callian and Persseek Station Works
June and July 1854.

No.		Amount Paid	Total amount paid	Amount due	Total amount due
1	Railwork & Embankment	1488 6 8		14 13	
2	Ballasting	2090 11			
3	Booking Office foundations	1948 "		1576 "	
4	Tank House	1019 10 8			
5	Inwatable foundations	447 5			
6	Passengers platform	1971 8 "			
7	Cattle landing	273 8 "			
8	Well	3162 8 "			
9	Engine Pit	563 4 "			
10	Signal post foundations	101 " "			
11	Palisade fencing	600 " "		928 " "	
11a	Gates and Iron working do	" " "		41 9 "	
12	Sidings and points and crossings	2113 9 1		97 " "	
13	Persseek station lodge	356 6 "			
14	—"— —"— Platform	237 4 "			
15	—"— —"— Signal post foundations	101 " "			
16	Temporary Booking Office Callian	250 " "			
17	Mile post	54 " "			
18	Water Crane foundations	" " "		24 " "	
19	6 Gate Keepers lodges	" " "		615 8 4	
		16915 2 10			3286 6 8
		16915 2 10			3286 6 8
	Old net Rs	558 5 11	Deduct 10 p Cent		324 10 3
	Rs	16357 6 11			Rs 2921 12 5

Sd/ J. J. Barkley
" / Jamsetjee Dorabjee

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Financial Department
(Railway Branch)

No. 331 of 1854.

Memorandum

With reference to Item No 8 in the account of station work forwarded with this letter No. 855. the Railway Company are requested to have the goodness to furnish a Memorandum of the quantities in the foundations of the booking Office at Callian.—

By the former Account Rs/19487 One thousand nine hundred and forty eight had been paid in this item and Rs/2586.4.0/ One thousand five hundred and eighteen, and annas four are stated as now due making the total cost of this work Rs/24064.4/ Three thousand four hundred and sixty four and annas four.

Item 19 also requires the number of gate keepers lodges to be entered

Bombay Castle 9 Sept 1854

by H.E. Goldsmid
Offg Chief Secy to Govt

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Great Indian Peninsula Railway Company
Office Bombay
15th September 1854

No. 918 of 1854.

To

H.E. Goldsmid Esq
Offg Chief Secy to Govt
Financial Department
Railway Branch

Sir

I return herewith Memorandum No. 331 dated the 9th Instant herewith I have the honor to forward copy of a report of the 14th Instant from the Chief Resident Engineer giving the quantities in the foundations of the booking Office at Callian.—

By Memorandum of the 2d Instant and its annexations are also enclosed.—

I have the honor to be &c
by Thos R. Watt
Secretary

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No. 213

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The Committee of Directors of the
Great Indian Peninsula
Railway Company

Gentlemen.

In compliance with your directions communicated by the Secretary's Memorandum dated 11th instant I have the honor to furnish you with the quantities of several kinds of works in the Booking Office foundations.—

In the months of April and may 1834
117 Cubic yards excavation
287 — do — do — Filling in to floors
198 — do — do Rubble masonry
156 Cubic feet Ashlar Coping and Caps
In the months of June and July 1834
333 Cubic Feet Teak Timber in joists to flooring
15 Cubic Yards Excavation to steps
20½ do — do — Rubble to do
95½ Cubic Feet Ashlar to — do —
4½ Cubic yards Rubble Walling to floor

Poona
14th September
1834

I have the honor to be &c
Sd J. J. Berkley.

True Copy
Sd Thos. R. Watt
Secretary

No. 215 of 1834

214.

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Financial Department
Railway Branch

Memorandum

The Account forwarded with Memo: from Railway Company No 855 dated 2nd Sept. 1834, of work performed by Jumsee Gee Coabjee on Callean and Peroseek stations during the months of June and July has been examined, and under the sanction conveyed in Government letter of 10th January 1834 No 13, the Committee of Directors are authorised to draw on the Sub Treasurer for the amount thereof. Rupees 12921. 12. 5/ Two thousand nine hundred and twenty one, annas twelve and pies five

September 19
1834

Sd by J. H. G. Crawford
Major
Supy Engr. Ry Deptt

True Copy
Sd by J. H. G. Crawford
Major.
Supy Engr. Ry Departt

845

&c.

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Great Indian Peninsula Railway Co

No 905 of 1854.

Offices, Bombay
12th Sept. 1854.

To,

H E. Goldsmid Esqre
Offg Chief Secy to Government
Financial Department
/ Railway Branch

Sir,

I am instructed to forward for submission to the Right Honble the Governor in Council the accompanying copy of a report dated the 9th instant from the Chief Resident Engineer relative to the repairs done to the bed of the River under the Bowrah Creek Viaduct last season and recommending that about 400 cubic yards of stone at a cost of rupees 300 be thrown under the two northern arches of that viaduct and so protect equally the whole of its foundations

The Committee will be glad to receive from Government authority to have this work executed -

I have the honor to be &c
pd/ Thos P Watt
Secretary

Z.

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To

The Committee of Directors of the
Great Indian Pen. Railway Co.

Gentlemen,

When the former repairs were done to the Bed of the River under the Oomrah Viaduct only a small quantity of broken stone was deposited under its two Northern arches, because at that time the scour had had very little effect there, but I am of opinion that it will now be requisite to throw in some more stone under those arches for the sake of making them as secure as the others. During this monsoon the broken stone inserted under the three Southern arches have stood in a perfectly secure state and if about 400 Cubic yards of stone at a cost of 300 Rupees be thrown under the two Northern arches the whole of the foundations will be equally well protected. -

I therefore request your authority to give the Contractor an order to carry this into effect. -

I have the honor to be &c.

Bombay Railway Office
9th Sept. 1854

(Sd) I. I. Berkley
Inst. Eby
(Sd) Thos R Wall
Secretary. -

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No. 209 of 1854

Financial Department
/ Railway Branch /

Memorandum. -

The Superintending Engineer Railway Department has the honor to recommend that the filling in of rough stone at the Oomrah Creek Viaduct should be at once proceeded with. -

This work will probably require a similar filling in of rough stone periodically, for some time yet to come, until the loose soil of the bed of the Creek shall have been replaced by stone and no further movement experienced. -

(Sgd) H. G. Crawford
Major
Supt. & Engr. Railway Depn.

September 13th 1854.

Resolution on letter from Secretary G.I.P. Railway Company No. 1905 of 12 September 1854 requesting sanction to the Company carrying out the recommendation of the Chief Resident Engineer, that about 400 Cubic yards of stone at a cost of Rupees 300, be thrown under the two Northern

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Northern arches of the Honorable Viaduct.-

Sanctioned.-

September 20th - 1854 } /Sd/ Elphinstone
/Sd/ I Warden
/Sd/ J G Lumsden.-

No. 335 of 1854.

Financial Department
/Railway Branch/

To. The Secretary G I P.
Railway Company-

September 20. 1854. } /Sd/ C E F Tytler
Offg Secy to Government

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Resolution on Railway Despatch - from Bombay Court, No. 14, dated 12th July 1854.-

Furnish Copy of a letter No. 49 of 1854, addressed by the London Board of Directors of the Great Indian Peninsular Railway Company to the Committee at Bombay.-

Copy of this letter was furnished by the Committee of Directors and the instructions contained in it have been already acted upon. The present Despatch therefore calls for no remark.

September 21st 1854 } /Sd/ Elphinstone
/Sd/ I Warden
/Sd/ J G Lumsden

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Great Indian Peninsula Railway Company
Office, Bombay
8th September 1854.

No. 910 of 1854.

To,
H. E. Goldsmid, Esquire
Offg. Chief Secretary to Govt.
Financial Department
(Railway Branch)

Sir,

I have to report for the information of Government that the Committee have provided for the duties in the Traffic Manager's Office performed by Arthur Burns recently promoted to be Clerk in charge Bore Bunder, by authorizing the Traffic Manager to take into that Office William Walker, the son of the Company's Storekeeper at a Salary of not exceeding Rupees 25. per month the Salary of Burns was Rupees 30 per month.

I have the honor to be &c.
(Sigd) T. R. Wall
Secretary

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Minute by the Hon'ble Board dated
21st: September 1854.

Recorded -

/Signed/ Elphinstone
" J. Warden
" J. P. Lumsden

21st: September
1854.

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Great Indian Peninsula Railway Coy:
Offices, Bombay.
2d September 1854.

No. 857 of 1854.

To,
H. E. Goldsmid, Esquire,
Offg: Chief Secretary to Govt.
Financial Departt.
/Railway Branch/

Sir,

I have the honor, by desire of the Committee, to forward, for submission to the Right Honble the Governor in Council, the accompanying copies of applications for increased wages from

William Corns
Robert Scott,
& William Rutherford, Engine Drivers.
& Joseph Hand
& James Henry Moores, Mechanics

together with a copy of Mr. Rocke's report of the 28th ultimo, transmitting the same to the Committee.

2d The Engine Drivers each ask that their wages may be fixed at ~~Rs~~ 200 per month, from the 1st January next.-

3d Corns entered the service under an agreement dated the 28th May 1852, as a Fireman at ~~Rs~~ 100 per month, he was afterwards promoted to be an Engine Driver at ~~Rs~~ 140 per month, which was on the 12th April last advanced to ~~Rs~~ 160 per month, under the sanction conveyed in Govt. Reso:, No. 135, dated 10th April.-

4th- There was no agreement made with him on the occasion of his promotion, and at

Copied by RA
2d N. Q.

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at this moment he is not bound by a written agreement.

5th. Scott entered the service in September 1853 as Engine Driver at ₹150 per month, and which was also advanced to ₹160 per month on the 12th April last, but he is not under any written engagement to the Company.

6th. Rutherford, Stead and Moores entered the service under agreements dated in March last, each for the term of 3 years, Rutherford at wages of ₹140 per month, the other two at wages of ₹130 per month, for the whole period, with a stipulation on the part of the Company to pay their return passage money should sickness require them to return to England after the first year's service and their conduct have been good.-

7th. Mr. Roche states that, in his opinion, it would be advisable to increase the wages of Corns and Scott to ₹200 per month from the 1st January next, that, if in Rutherford's case an advancing scale were arranged so as to give him ₹200 per month from the commencement of his third year of service and a proportionate advance in the mean time, the outlay he considers would be judicious; and he proposes ₹150 - ₹165 and ₹180 per month for the 1st, 2d and 3d years respectively for Stead and ₹130 - ₹140 and ₹160 per month for the 1st, 2d and 3d years respectively for Moores, with some bonus at the end of the period towards paying the return passages.

8th.

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8th. The Committee have carefully considered Mr. Roche's suggestions and bearing in mind the nature of the duties required of the men and the comparative rates of wages earned by those of like class in India, they are forced to the conclusion that the wages at which the Board in London have engaged for three years the two Engine Drivers last sent out, viz. ₹140 per month, is too low, and will not secure the faithful and satisfactory service so essentially required from Engine Drivers.-

9th. They, therefore, do not hesitate to propose to Government for recommendation to the Board for adoption the following scale of remuneration for Engine Drivers, viz. on appointment & for the 1st year ₹160 per month

" 2d year " 180 "

" 3d year " 200 "

with return passage money after the 1st year if sickness compels them to go home, and their conduct shall have been good.

10th. In the cases which have caused this letter, the Committee request that Govt will be pleased to sanction a recommendation to the Board to increase the wages of Corns and Scott to ₹200 per month each, from the 1st January next, to put Rutherford on the preceding proposed scale giving him the ₹160 per month until the end of his first year of service, and to put Stead and Moores on the altered pay named for them by Mr. Roche. viz. Stead until the end of the 1st year ₹150 per month.

For 2d year " 160 "

For 3d year " 180 "

Moores

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Moores until the end of the 1st year Rs 130 p. month.
For 2d year " 140 " "
For 3d year " 160 " "
with payment of return passage money as now conditioned, but without any bonus.

I have the honor to be, &c.a,
(Signed) J. R. Watt,
Secretary.

To,
The Directors of the G. I. P.
Railway Company.

Gentlemen,

Having now been under the employ of the Company for two years, and have endeavoured during that time to discharge the duties entrusted to me with ability and conduct, which I trust has given satisfaction, but finding the duties and exposure to the variation of climate pertaining to the health and such as to render it impossible for men of any class to perform for any length of years, and therefore requires an equal remuneration and I feel bound in justice to myself to apply most respectfully for an advance of salary, and though it is unusual to dictate the amount of salary, I beg leave in this case to deviate from the common rule, and in doing so, I wish to state that the least amount which I could remain under the Company's employ is two hundred Rs (200) per month. Trusting it will meet your kind approbation.

Bombay, 24th Augt 1854.

and remain, &c.a,
(Signed) W. Corns.

To,

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To,
The Directors of the G. I. P.
Railway Company.

Gentlemen,

Having now served the Company as Engine Driver for twelve months, I beg most respectfully to apply for an advance of salary, at the same time I wish to mention that, on my engagement with the Company it was perfectly understood that after I had served under the Company for 12 months, my salary should be raised equal to the highest paid men of my class provided my character and conduct gave satisfaction, which I fully hope has in every way answered to it, I therefore hope it will not be thought amiss in my naming a salary which I consider my services in a tropical climate entitles me to, and I am, therefore, willing to prolong my services with the Company at a salary of Rs two hundred (200) per month. feeling assured that my zeal and conduct will merit the Board's approbation.

Bombay, 20th Augt 1854.

I remain, &c.a,
(Signed) Robert Scott,

To,
The Directors of the G. I. P.
Railway Company.

Gentlemen,

No doubt my second application will somewhat excite your surprise, but I feel bound in justice to myself to make a second application for an advance of salary for, in making my agreement with the

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the London Board of Directors, I was assured by Mr. Nicholson that the salary which I had agreed to and signed for was equal to the highest paid Engine Drivers under the employ of the Company in Bombay - but, on my arrival here, I found that my salary was the least of any of the Engine Drivers and of course I felt disappointed, and moreover, I consider that I had been sent out under false pretences - but, independent of the above, I already find that my salary even with the strictest economy is inadequate to the duties I have to perform in a climate like India - However, I am willing to remain under the employ of the Company with a fair remuneration and therefore wish to State that the least amount of salary which I can offer my future service for is two hundred ~~Rs~~ (200) per month.

and believe me, Gentlemen,
to remain, Yr. most obedt. Servt.,
Bombay, 24th August 1854. /Signed/ W. Rutherford.

Bombay, 25th August 1854.

To,
The Directors of the G.I.P.
Railway Company.

Gentlemen,

I beg most respectfully to apply for an advance of salary and in doing so, I beg to state that when I ~~was~~ engaged in England with the Company I was naturally ignorant of the requirements of a tropical climate, and more especially the rate of wages paid to my class of men in India and I already find to

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to my great disappointment that my salary is inadequate to meet the expences necessary to health and comfort, and, in addition, to maintain a family in England - I have written from the purest motive both in justice to the Company and myself and I trust that Your Honble Board will give the matter your kind consideration, feeling assured that nothing shall be wanted on my part to give every satisfaction to the head of my Department to which I am employed

I remain, &c.,
/Signed/ J. Heads

Bombay, 26th August 1854.

G. I. P. Railway Company.

Gentlemen,

I am sorry to be obliged to trouble you so soon for an advance of wages, but I find Bombay so very different to what it was represented at Home that circumstances force me to do it - The mode in which you are obliged to live here is so very expensive with the high rate of provisions together with the serious inconveniences arising from a moderate salary that I am forced to come upon you so soon - Hoping this will merit Your kind Consideration and feeling assured that nothing will be wanting on my part.

I remain, &c.,
/Signed/ J.T. Moores

No.

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No 221 of 1854. S-232

To,
The Bombay committee
of Directors.

Gentlemen,

Herewith, I beg to inclose letters from Corns, Scott, Rutherford, Read and Moores addressed to you; on receiving Corns' and Scotts letters, I sent for the writer in order to learn their wishes and from their statements I made the notes inred ink in the margin of their letters which they signed. With reference to Corns' application, I beg to state that he has now been more than two years in your service he has conducted himself well and is a tolerably good Engine man, and it would, I submit, be advisable to increase his wages to Rs 200 per month, from the 1st of January next, making an engagement with him for one or two years at that pay.

Scott has been only about one year in your service, but he has been some 3 or 4 years in India - he is a sober and skilful Engineman and appears to stand the climate better than any other man in your service, and I am of opinion that his services would be worth Rs 200 per month, from the 1st January next. I am not aware that he was promised the highest pay of even of his class as his letter states when he was a year in your service - but, I told him, at his engagement, that, if he conducted himself well, for the 1st year, I would recommend him some increase to his pay after that period.

If You or the London Board are of opinion

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opinion that it is inexpedient to increase Corns and Scott's wages to the amount they apply for, I beg to recommend that two Enginemen may be sent out overland to take their place, the latter should, if possible, arrive here not later than the first mail in December next.

Rutherford has informed me verbally that he wants the increase of pay from the 1st of January next - This man having been engaged by the London Board at his present wages for 3 years, it is with some hesitation that I offer an opinion on his application - but, as I believe that the Company's interests call for some expression of opinion on his case from me, I beg with your permission to offer a few observations on it.

A short time after Rutherford's arrival here, he became extremely discontented and informed me verbally that he considered his engagement at an end in consequence of the payment of his wages having been delayed after the day named in his agreement and although I could not admit any responsibility on my part for the delay, yet, in order to remove any cause that he may have had for discontent I immediately offered to pay him any amount he may require from my own funds, this he refused to accept saying that his wages were what he wanted. in fact, he was looking for some opportunity to break his engagement, and he then thought that he had found one.

Since that time, Rutherford has been

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been discontented and within the last few days he has been very impertinent to me. He has informed me, in presence of some of the other workmen, that the letter which I wrote to him informing him of your reply to his and Mark's application for increased pay was a disgrace to any one to write. If I may judge from his conduct, he appears to think himself quite independent of the Company and I have reason to believe that he has created a spirit of discontent among the other workmen which will be highly prejudicial to the Company's interests.-

With reference to Rutherford's present application, I submit that if he receives the amount he now applies for in January next, he will be placed in a far more favorable position than any other Engineman who has yet been engaged in your service. His application is premature and the amount applied for excessive after such a short residence here, but, if some scale of advance could be authorized by which his wages could be made to Rs 200 p month for the 3d year of his engagement and a proportional advance in the mean time I submit that the outlay would be a judicious one provided the man went through his work properly and shewed some respect for his superiors.-

With reference to Stead and Moores application, I submit that they are premature though I admit that their wages for a 3 years engagement are low when compared with Mechanics wages generally in this Country, and if the London Board

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Board could be induced to reconsider the agreements with those men I submit that a salary of Rs 150- Rs 160 and Rs 180 per month for the 1st, 2d and 3d year respectively for Stead; and Rs 130- Rs 140 and Rs 160 per month for the 1st, 2d and 3d year of Moores engagement with some bonus at the end of 3 years towards paying their return passages would be well bestowed on those men provided they conduct themselves well and I may add that their conduct up to this time has been unexceptionable.-

It will be advisable to get a legal opinion without delay on the agreements with the men who have lately come out as well as those of the others in my Department, with a view of ascertaining whether they are binding on the men and what remedy the Company have under them in case the men break their engagements - if they are not binding, it will be necessary to take immediate steps either to substitute more stringent agreements for those now in force or to employ new under more stringent agreements immediately.

If new agreements are entered into, it would, I submit, be expedient to give the men a bonus at the end of their engagement for good conduct and to take power to deduct any sums inflicted as fines from that bonus as I am of opinion that our present engagements with the men confer no power on you to deduct fines from their pay, and I have in several instances been obliged to overlook carelessness on the men's

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men's part where the infliction of a small fine would have a good effect on their conduct.-

I regret to have to inform you that Edward Stark, Engineman, is lying in the Hospital in a very dangerous State suffering from abscess of the Liver I have learned from one of the Doctors of the Hospital that Stark's recovery is very doubtful and that, even if he does recover, his removal from this Country will be necessary; and as the loss of his services affects the question of the supply of Engineers, I have thought it advis-able to report his case in this letter. I may add that his conduct since his arrival here has been very good, he has been attentive to his duties and respect-ful to his Superiors.-

Bombay, Railway Office, 28th August 1854.

I am, Gentlemen, Your Obedient Servant, (Signed) D.M. Roche.

(True Copies,) (Signed) J.R. Watt, Secretary.

Resolution on letter from Secretary G.I.P. Railway Company, No. 857, dd 2d. Septr. 1854, submitting applications for increased wages from certain Engine Drivers and Mechanics, and re-questing sanction to a recommendation being made to the London Board for the increase of their wages; also proposing for recommendation

to

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to the London Board a scale for the remuneration of Engine Drivers

1st. Situated as the Railway Company are at present with respect to servants of this class, it may, perhaps, be necessary to view their applications in as favorable a light as is possible without unduly encourag-ing attempts at combination rather than run a risk of putting a sudden stoppage to the Traffic of the Railway. The Railway Company should, therefore, at once refer the subject for the favorable consideration of their London Board.

2d. The subject is one deserving the immediate attention of the Railway Company. There can be no doubt but that, under present circumstances, the Engineers and other servants of this class now in the Company's employ do possess a considerable power, and they seem to be aware of it.

3d. It appears to Government that the apprenticing system might be advantageous-ly adopted.-

4th. As there is a prospect now of further additions to the length of the Railway open to Traffic, it will be a question for the consideration of the Railway Company how many apprentices it would be advis-able to entertain at any one time, making a fair allowance for failures in the train-ing of some.- His Lordship in Council feels that there may be some hesitation on the part of the Directors to carry out the plan to any considerable extent from the fear of pressing unduly on the present

Traffic

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traffic receipts. Should such be the case, Government, considering the importance of the subject, will not object to a proposition to charge the expences of such establishment for a time to the Capital account. In furtherance of the plan, rewards might be given to good Engineemen and Mechanics in the shape of Instruction pay, giving them a certain allowance for so long as they appear to do their duty by them.

5th. Application should be made to the Government of India for information as to what arrangements are made in Calcutta for securing the services and paying Engineemen.—

22d September, 1854. [Signed] Elphinstone,
" J. Warden,
" J.G. Lumsden.

1245

No 336 of 1854.
Financial Department,
(Railway Branch).

To,
The Secretary G. I. P.
Railway Company.

22d September, 1854. [Signed] H.E. Goldsmid,
offg: Chief Secy: to Govt.

No.

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1240

No 337 of 1854.
Financial Department,
(Railway Branch).

From
H. E. Goldsmid, Esquire,
offg: Chief Secretary to the
Government of Bombay.

To,
C. Allen, Esquire,
offg: Secretary to the
Government of India.
Dated 22d September 1854.

Sir,

I have been instructed to request that the Government of India will have the goodness to favor the Right Honble the Governor in Council with information as to the arrangements made in Calcutta for securing the services of Engineemen for the Railways and for remunerating this class of servants.

I have the honor to be, &c.

Bombay Castle, 22d September 1854. [Signed] H. E. Goldsmid,
offg: Chief Secretary to Govt.

31 32 33 3344

E. & R. Y.

Maharashtra State Archives

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Great Indian Peninsula Railway.

No. 933 of 1854.

Bombay 22d September 1854.

Memorandum.

Abstract of Salaries and wages, with Pay List attached, Locomotive and Traffic Department, for the month of August forwarded with a Draft upon the Sub Treasurer for endorsement for Rupees Twelve hundred and Thirty six annas two and pies Seven (Rupees 1236. 2. 7.) the proportion of the same Chargeable to Capital and which Sum will be paid to Revenue account the total amount of the lists (Rupees 4,535. 13. 2.) having been advanced out of that account by Cheque No. 48 Countersigned by the Superintending Engineer. The balance of the total amount of the Bills (Rupees 3,229. 10. 7.) will be charged to Revenue.-

(Signed) J. R. Watt
Secretary

To

The Secretary to Government
Financial Department
(Railway Branch)

Great

Maharashtra State Archives

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Great Indian Peninsula Railway

Abstract of Salaries and Wages for the Locomotive and Traffic Department with the amounts Chargeable to Capital and Revenue accounts Classified under their several heads for the Month of August 1854.

	Number	Capital			Revenue			Total		
Managers and audit Office	1	443	4.	8.	969	11.	4.	1413	"	"
Store Keepers Ditto	2.	127.	11.	"	279.	5.	"	407.	"	"
Locomotive and Carriage Shed	3.	649.	2.	11.	1044.	8.	5.	1693.	11.	4.
Watchmen	4.	16.	"	"	35.	"	"	51.	"	"
Bombay Station	5.				197.	"	"	197.	"	"
Byculla Ditto	6.				104.	10.	9.	104.	10.	9.
Mahim Road Ditto	7.				33.	"	"	33.	"	"
Mahim Ditto	8.				42.	"	"	42.	"	"
Sion Ditto	9.				26.	8.	"	26.	8.	"
Bhandoop Ditto	10.				48.	"	"	115.	"	"
Tannah Ditto	11.				110.	8.	"	110.	8.	"
Penseek Ditto	12.				12.	"	"	12.	"	"
Callian Ditto	13				36.	"	"	36.	"	"
Guards	14.				157.	7.	1.	157.	7.	1.
Policemen at Level Crossings	15				202.	"	"	202.	"	"
		1236	2.	7.	3299.	10.	7.	4535.	13.	2.

Rs. A. P.
1236. 2. 7 Capital account Dr. Rupees one thousand two hundred and thirty six annas two and pies Seven.—

3299. 10. 7. Revenue account Dr. Rupees Three thousand two hundred ninety nine annas ten and pies Seven.—

4535. 13. 2.

True Copy
Sd/ T. E. Watt
Secretary

Certified
Signed J. D. McRoberts

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No. 220 of 1854.
Financial Department
(Railway Branch)

Memorandum.

The abstract forwarded with Memorandum from Railway Company's No. 933 dated 22nd Instant of Salaries and wages in the Locomotive and Traffic Departments for the Month of August last has been examined and authority given for the payment of the portion due from Capital under the Government orders of 26th May 1853, No. 328 and 10th January 1854, No. 13. The whole amount of the abstract having been advanced from Revenue as per sanction given in Government Resolution No. 319 of 5th Instant the above portion when drawn from the Treasury will be paid back, and the balance Charged to the same account.—

26th Sept. 1854.

(Sd) J. H. G. Crawford
Major
Supt. Engineer Railway
Departt.

Copied by W.H.
Examd by W.J.

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Great Indian Peninsula Railway Company

Offices. Bombay

22nd Septr 1854

No 934 of 1854

To

H. E. Goldsmid Esqr

Offg Chief Secy to Govt

Financial Department

(Railway Branch)

Sir,

I have to report for the information of Government that Edward Mark Engineer Driver died in the European General Hospital on the 9th instant after an illness of about six weeks.

I have the honor to be &c

(Sd) J. R. Watt

Secretary

Minute by the Honble Board dated 26th September 1854.

Recorded

26th Septr 1854 (Sd) Elphinstone

" J. Warden

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Great Indian Peninsula Railway Company

Offices Bombay

21st September 1854

No. 931 of 1854.

To

H. E. Goldsmid Esquire

Offg. Chief Secy. to Govt.

Financial Department

(Railway Branch)

Sir,

The Committee of Directors have received from the Chief Resident Engineer a letter dated the 18th August addressed to him by Mr. Ellt. West Assistant Engineer of the third Class, applying to be allowed as back pay the sum of Rupees 100 per month from the 7th October 1853 to the 9th August last.

2. In a Report dated the 7th October 1853, a copy of which was forwarded to Government with Mr. Langdon's letter of the 12th idem, the Chief Resident Engineer recommended that the Salary of Mr. West should be increased from ~~Rs.~~ 300 to Rs.400 per month, because he was satisfactorily performing arduous and responsible duties at a lower rate of pay than the rest of the Officers; and the Committee coinciding in the Chief Resident

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Post letter No 627
19th Oct 1853

Resident Engineers views, and being authorised by Government to do so, recommended the Board in London to increase Mr. West's salary to Rs 400 per month.

3. The Board did not however take any notice of this recommendation and Mr West continued to serve for Rs 300 per month until the 9th Ultimo, when he was put into the third class of Engineers at a salary of Rupees 450 per month.

4. A Copy of Mr. West's letter before alluded to is enclosed for submission to the Right Honble the Governor in Council, and as it appears to the Committee that Mr. West is deserving of the additional remuneration I am desired to request permission to draw upon the Sub Treasurer for the amount of it Viz Rupees 1066. 7. 3.-

I have the honor to be Sir
by Thos R. Watts.
Secretary.

18th August 1854

My dear Sir,

I have received your letter of the 16th Instant informing me that the Board of Directors have increased my pay to Rs 400 per month.

In

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In reply I beg to state that this is in my opinion an inadequate remuneration for such work as I have been performing for several months past, and is not likely to secure my services for many months longer.

I observe that this increase is to take effect from the 9th Instant whereas I have been hitherto led to suppose that in the event of an increase being sanctioned, it would have retrospective effect, and that I should receive the amount of Rs 400 per month from about the date of your original recommendation in October last, and it was only upon this supposition that I have been induced to await an answer from the London Board for the long period of ten months.

I beg that you will kindly bring this matter to the notice of the Committee, the grounds upon which I found my claims being as follows. I was originally engaged by the Company as a Surveyor and Inspector with a salary of Rs 300 per month, to which no addition was made during the period when other officers of the same standing in the Company's service were receiving extra salaries. - When the arrangements were made for the last working season you recommended that my salary should be increased to Rs 400 per month, which for reasons unknown to me, the Committee

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Committee referred to the London Board at the same time sanctioning extra allowances for every other member of the Engineering Staff, but though no extra pay was sanctioned in my case both my work and responsibilities were very much increased so that before the end of last year /as mentioned in my letter of the 11th Feby. last/ I was doing work which had previously occupied the time of five persons, and since then I have been obliged to undertake further work. It is not to be expected that one person can efficiently supply the place of five, but I believe the various works have been satisfactorily performed though more slowly than could be wished. The Committee will observe that I have not only to perform the duties of a Resident Engineer and inspector on Contracts Nos 1 and 2 including all the new works on those Contracts but I am also occupying the position usually held by a Contractor for maintaining the works, involving the keeping of accounts and some risk in money matters and in addition to all this many thousand sleepers for the further Contracts pass through my hands for the proper examination of which I am responsible some of these duties cannot by any possibility be included among those of a Surveyor and inspector, and therefore for such duties

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duties I have not as yet been paid but now beg to put forward my claim for payment on the terms that you originally recommended, that is an additional Rs 100 per month from the middle of October last till the 9th Instant.

Jremain Hon'ble Sir
Sd W. West

To
James J. Berkley Esquire

True Copy
Sd Thos R. Watt.
Secretary

Resolution on letter from Secretary Great Indian Peninsula Railway Company. No 931 dated 21st September 1854 requesting sanction to the payment to Mr E.W. West Assistant Engineer, of a sum equal to the difference between the salary paid to him from 7th October 1853 to 9th August last, and that for which he was recommended on the former date.

On all similar questions relative to the pay and allowances of the Railway Staff have hitherto been referred to the London Board Government considers that a similar course should be adopted in the present instance.

27th September 1854 Sd Elphinstone
Sd J. Warden

No

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respectively chargeable to each as above set forth

The delay in sending in these accounts has arisen from its having been necessary to obtain explanations of some of the items after they had been rendered It has been arranged that the Chief Resident Engineer shall in future supply such accounts at shorter intervals

I have the honor to be &c
/Signed/ T. R. Watt
Secretary

Great Indian P. Railway Company
Experimental Line
Statement of Engineering Disbursements for the months of February March, April and May 1854

Engineering and Surveying Expenses Viz.t

February	690.13.6.
March	722.8.1.
April	627.12.
May	589.2.2
Rupees	2630.3.9

/Signed/ Vinaeck Pandoorang
p accountant

/Signed/ T. R. Watt
Secretary

Great

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Great Indian Peninsula Railway Company
North Eastern Extension
Statement of Engineering Disbursements for the months of February March, April & May 1854.

Engineering and Surveying Expenses Viz.t

February	1375.10.8	
March	1350._13._5.	
" Supplemental a/c.t	286._2._0.	1636.15.5
April	1056._5._2.	
" Supplemental a/c.t	606._6._0	1662.11.2
May	1200._3._11	
" Supplemental	552._6._	1753.9.11
Rupees		6428.15.2.

/Signed/ Vinaeck Pandoorang
p Accountant

/Signed/ T. R. Watt
Secretary

Great Indian Peninsula Railway Company
South Eastern Extension
Statement of Engineering Disbursements for the months of February, March april and May 1854

Engineering and Surveying Expenses Viz.t

February	1354. 4.5.
March	1304. 7.9.
April	1669. 12.8.
May	1813. 6.10
Rupees	6141. 15.8.

/Sgd/ Vinaeck Pandoorang
p Accountant

200
20
220
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/Signed/ T. R. Watt
Secretary

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No. 343 of 1854

Financial Department
/Railway Branch/

To

The Secretary Great Indian Peninsula
Railway Company.

27th Sept 1854 by H. E. Goldsmid
Offg Chief Secy to Govt

4d. H. E. G.

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Great Indian P. Railway Company
Offices Bombay
13th Septr 1854

No. 909 of 1854.

To

H. E. Goldsmid Esquire
Officiating Chief Secy. to Govt.
Financial Department
/Railway Branch/

Sir

I am desired to forward for submission to the Right Honble the Governor in Council the accompanying disbursement accounts of the Engineering staff for the months of February March April and May last, with abstracts showing the following Totals viz.

Experimental Line	Rs	2630.	3 9.
North Eastern Extension	"	6438.	15 2.
South Eastern Extension	"	6141.	15 8.
	Rs	15201.	2. 7.

These accounts have been carefully examined and the charges appearing to be such as should be borne by the Company I am to request that Govt: may be pleased to sanction the amount of them being brought to account in the usual manner by a draft on the Sub Treasurer for the amount /Rs 2630. 3. 9./ in the case of the Experimental Line and by crediting the Chief Resident Engineer and debiting the other two accounts with same respectively

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No 231 of 1854

Financial Departt.

/Railway Branch/

Memorandum

The accounts forwarded with Memo: from Ry: Company's No 909 dated 13th September 1854 of disbursements of the Engineering staff, for the months of February March April and May last have been examined; and under the sanction conveyed in Govt. letter of 10th Janry: last, No 13, the Committee of Directors are authorized to draw on the Sub Treasurer for Rs /2630-3-9/ Two thousand six hundred and thirty, annas three and pies nine, the amount of the Expenses chargeable to the experimental line, and to credit the Chief Resident Engineer with Rs /6428-15-2/ Six thousand four hundred and twenty eight annas fifteen and pies two and Rupees /6,141-15-8/ Six thousand one hundred and forty one annas fifteen and pies eight the amounts chargeable respectively to the North Eastern and South Eastern Extensions, debiting the same to those accounts.

26th Septr 1854 — /Signed/ J.H.G. Crawford
Major
Supg: Engr: Ry: Deptt.

/True Copy/
/Signed/ J.H.G. Crawford
Major
Supg: Engr: Ry: Departt.

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4621
6891

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Great Indian Peninsula Railway

No 920 of 1854.

Bombay 18th September 1854.

Memorandum.

Statement of General current Expenses, Capital account, Experimental line, for the Month of June 1854, forwarded, and authority requested to draw on the Sub Treasurer for the amount thereof, viz. Rupees Eight hundred and Fourteen annas thirteen and pie one (814. 13. 1.).

/Sigd/ J. R. Watt
Secretary

The Secretary to Government
Financial Department
/Railway Branch/

Great

Maharashtra State Archives

257. No. 4. Accounts S-258

Great Indian Peninsula Railway

Experimental Line — Capital account

Statement of General Current Expenses for the month ending 30th June 1854.

Office Expenses.				
Petty Disbursements and Postages	1.	38. 1 2.		
Venaeck Bhugwantrow Exhibit Clerk	2.	20. 0. 0.	58. 1. 2.	
Printing and Binding				
Bombay Education Societys Press for printing 4. Sets of Interest account	3.	40. 0. 0.		
Ditto Drafts on Sub Treasurer, Receipts for Sealed Certificates, and Memorandum Forms	4.	34. 4. 0.		
Bombay Summachar, 200. Forms of Register of Powers of attorney and 180 of Register of manifests	5.	20. 0. 0.	94. 4. 0.	
Advertising				
Bombay Times advertising the delivery of Sealed Certificates for new shares		4. 2. 0.		
Telegraph and Courier — Ditto	7.	4. 2. 0.		
Bombay Gazette — Ditto	8.	4. 2. 0.	12. 6. 0.	
Duty account.				
Collector of Customs for Duty on Bills, nuts and spikes imported &c "Crisis"	9.		222. 9. 4.	
Maintenance of way Contract No. 2.				
I. I. Berkley for Mr. Ivests account of making Keys	10.		9. 3 0.	
Carried forward			396. 7. 6.	

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Brought forward			396. 7. 6.
Miscellaneous Cash on Stations account			
I. I. Berkley for Mr. Inglis account for wages of men employed at the Cullian Iron Working Office	11.	223. 7. 1.	
Ditto for Cast Iron Plate and Pipe supplied by Sorabjee Shapurjee & Co.	12.	90. 1. 7.	
Ditto for Mr. Ivests account for wages of men employed in making Drains at Ghaut Koopers	13.	49. 5. 9.	
Ditto for Mr. Inglis account for Oil	14.	2. 7. 0.	365. 5. 7.
			761. 13. 1.
Dead Stock.			
Sorabjee Byramjee for a Blackwood writing Desk for the Secretary	15.	45. 0. 0.	
Ditto for a Paper Box and 2. File Boards &c.	16.	8. 0. 0.	53. 0. 0.
Rupees			814. 13. 1.

Bombay 15th September 1854.

(Signed) Venaeck Pandoorung
per accountant

(Signed) T. E. Watt
Secretary

No.

259.

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No 217 of 1854.
Financial Department
(Railway Branch)

Memo:

The Statement forwarded with Memorandum from Railway Company No. 920 dated 18th September 1854 of General Current expenses Capital account experimental line for the month of June 1854, has been examined; and under the sanction conveyed in Government letter of 10th January 1854, No 13 the Committee of Directors are authorized to draw on the Sub Treasurer for the amount thereof Rupees 1814. 13. 1 (Eight hundred and fourteen, annas thirteen and pie one.-

(signed) J. H. G. Crawford
Major
Superintending Engineer
Railway Depart.

20th September 1854.

(True Copy)
(signed) J. H. G. Crawford
Major
Superintending Engineer
Railway Depart.

Compd by R.K
+ W.Y.

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No 333 of 1854

From
C. E. F. Tytler Esquire
Officiating Secretary to the Govt of Bombay

To
C. Allen Esquire
Officiating Secy to the Govt of India
Dated 13th Septr 1854

Sir,

Financl Departt
Railway Branch

I have been directed by the Right Honble the Governor in Council to transmit to you, for the purpose of being laid before the Most Noble the Governor General of India in Council the accompanying copies of three letters addressed to the Honble the Court of Directors, under date the 30 Augt 1854, Nos 18, 19 and 20, (4) with their enclosures, relative to the affairs of the G. I. P. Railway Company-

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Bombay Castle
13th Septr 1854

I have the honor to be &c
(signed) C. E. F. Tytler
Offg Chief Secy
to Government

Maharashtra State Archives

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No. 340 of 1854.

From,

C. E. F. Peyton Esquire
Offg Secretary to the Govt. of
Bombay

To,

C. Allen, Esquire
Offg Secretary to the Govt. of India

Dated 26th. September 1854.

Sir,

Finl. Departt.
Railway Branch

I have been directed by the Right Honble the Governor in Council to transmit to you, for the purpose of being laid before the Most Noble the Governor General of India in Council, the accompanying Copy of a letter addressed to the Honble the Court of Directors, under date the 11th. instant No. 21, (2) with its enclosures, relative to the affairs of the Great Indian Peninsula Railway Company.

Bombay Castle
26th. September
1854.

I have the honor to be &c.
Signed C. E. F. Peyton
Offg Secy to Govt.

respectfully
W. G.

Maharashtra State Archives

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Great Indian Peninsula Railway

No. 926 of 1854.

Bombay 20th Sept. 1854.

Memorandum.-

Copy of List of Instrument allowance payable to different Officers in the Company's service for the year ending 30th June 1855, chargeable to the North-Eastern Extension forwarded with a request for authority to draw upon the Sub Treasurer for the amount thereof Viz. Rupees one thousand and fifty. /1050/-

/Sd/ Thos R Watt
Secretary

To,
The Secretary to Government
Financial Department
/Railway Branch/

Great

Maharashtra State Archives

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Great Indian Peninsula Railway. —
North Eastern Extension

List of Instrument allowance payable to different officers in the Company's service for the year ending 30th June 1855. —

R. W. Graham	150	"
T. E. Darke	150	"
C. I Hawkes	150	"
R. Bodington	150	"
H. Wintringham	150	"
F. A Hawkes	150	"
W. B Wright	150	"
Rs	1050	"

Bombay Railway Office 14th Sept. 1854

/Sgd/ I. I. Berkley

/True Copy/
/Sd/ Thos R Wall
Secretary

No. 219 of 1854.

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No. 219 of 1854.
Financial Department
/Railway Branch/
Memorandum. —

Under the sanction conveyed in Government letter of 10th January 1854, No. 13, the Committee of Directors are authorized to draw on the Sub Treasurer for Rs /1050/ one thousand and fifty, for Instrument allowance payable to different Members of the Engineering Staff for the year ending 30th June 1855, chargeable to the North Eastern Extension, as shewn in the list forwarded with Memo. from Railway Company dated 20th Instant No. 926. —

/Sgd/ Jas W G Crawford
Major
Supg Engr Railway Deptt.

22nd Sept. 1854

/True Copy/
/Sd/ Jas. W G Crawford
Major,
Supg Engineer
Railway Department

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Great Indian Peninsula Railway

No. 928 of 1854

Bombay 20th September 1854

Memorandum

Copy of list of Instrument allowance payable to different officers in the Company's service for the year ending 30th June 1855, chargable to the Experimental Line, forwarded with a request for authority to draw upon the Sub-Treasurer for the amount thereof Rupees (300) Three hundred.

(Sd) J. R. Watt
Secretary

To

The Secretary to Govt
Financial Department
(Railway Branch)

Great

Maharashtra State Archives

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Great Indian Peninsula Railway.

272.

No. 915 of 1854.

Bombay 14th September 1854.

Memorandum.

Abstract of Wages due to men employed during the month of August 1854 on the maintenance of the line Contract No. 1 and Station Branch, with Pay list, forwarded with a cheque for countersignature by the Superintending Engineer for the Amount thereof viz: Rupees one thousand, seven Hundred and ninety five /1795: :-/

Signed J.R. Watt
Secretary

The Secretary to Government.
Financial Depart.
/Railway Branch/

Abstract of Wages of people employed upon the repairs of the line from Bombay to Kalian and Thanah in the month of August 1854.

3	Foreman	400..
1	Overseer	50..
4	Time Keepers	72.2.
10	Mucaddums	238.3.
183	Labourers	951.13.6
4	Carpenters	38.15.6
1	Smith	27..
1	Hammerman	10.2.
1	Bellows Boy	6.2.
		Rupees 1795..

11th September 1854.

Signed/ C. W. West
" James I. Buckley.

True Copy
Signed J. R. Watt
Secretary.

Maharashtra State Archives

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No. 214 of 1854.

Financial Department
/Railway Branch/

Memo:

The Abstract forwarded with Memo: from Railway Company No. 915 dated 14th September 1854 of wages due to the men employed on the repairs of the line from Bombay to Mahim and Tannah during the month of August last, has been examined and a cheque on Revenue for the amount thereof Rupees /1795 - -/ one thousand seven hundred and ninety five, has been countersigned and returned as per Government order of 4th February 1854 No. 44

18th September 1854. /Signed/ J. H. G. Crawford
Major
Sup.t Engr. Railway Deptt.

Maharashtra State Archives

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Great Indian Peninsula Railway
No. 901 of 1854
Bombay 8th Septr. 1854

Memorandum

Copy of Mr. West's account for wages of men employed on sundry repairs of Contract No. 1 in the month of July forwarded with a cheque on Revenue Account for countersignature by the Superintending Engineer for the amount thereof Vizt. Rs. Twenty four, annas fifteen and pies ten
(24-15-10)

/Signed/ J. R. Watt
Secretary

To

H. E. Goldsmid Esquire
Officiating Chief Secy. to Govert.
Financial Department
/Railway Branch/

Wages

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Wages of men employed on Sundry Repairs of Contract N°1, for the Month of July 1854

Revenue Account Head N°4

N°	Name	Description	Time	Rate	Amount Rs	as	ps
1	John Kean	Mechanic	1 days	30 Rs p month of 26 working days	1.	11	1
2	Pascoal de Rozario	"	2 "	20 Rs "	1.	8.	7
3	Denis Alves	"	3 "	20 Rs "	2	4	11
4	Grances A De Mount	"	4½ "	15 Rs "	2	7	2½
5	Hajee Hackbar	"	5 "	15 Rs "	2	14.	1
6	Shaik Rujub	Lascar	1 "	5 as p day	"	5	"
7.	Rupa Rama	Cooly	13 "	3 as "	2	7	"
8.	Gungajee Khundoo	Hammerman	13 "	6 " "	4	4	"
9.	Gopall Rama	Cooly	2 "	4 " "	"	8	"

August 12th 1854 — Rupees 24 15 10

(Signed) E.W. West
(a) J.J. Berkley

Paid by cheque August 18th 1854

The men in the above pay list are the mechanics whose employment were lately sanctioned together with the requisite laborers, and the portion of their service entered in their seperate account is chargeable to the general maintenance of Contract N°1, the rest of it have been employed on work, chargeable to Capital

(Signed) J.J. Berkley

(True Copy)
(Signed) T.R. Watt
Secretary

S. 277

N° 208 of 1854

Financial Department
(Railway Branch)

The account forwarded with Memorandum from Railway Company N°901 dated 8th Septr. 1854 for repairs of line (Contract N°1) in the month of July last has been examined and a cheque on Revenue for the amount thereof Rs (24. 15. 10) Twenty four, annas fifteen and pies ten has been been countersigned and returned as per Govt. order of 10th January last N° 13.

Govt. September 1854 - (Signed) J.H.G. Crawford
Major
Supg Engr. Ry. Depart.

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Great Indian Peninsula Railway Company.

No. 914 of 1854.

Bombay 14. Sept. 1854.

Memorandum,

Abstract of Wages due to men employed during the month of August on the maintenance of the line (Contract No. 2), with Pay list, forwarded with a draft for endorsement by the Superintending Engineer for the Amount thereof Viz, Rupees Two hundred and ninety seven annas three and pies nine (297.3.9).-

(Sig.) Tho. R Watt
Secretary

The Secretary to Government
Financial Department
(Railway Branch)

Abstract

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Abstract of Wages of people employed upon the repairs of the Line from Panwell to Panwell Road in the Month of August 1854. –

1	Foreman	100.	.
1	Line Keeper	54.	.
4	Mussaulmans	48	1.
27	Labourers	137	10 9
1.	Carpenter	6	4.
		Rupees – 297	3 9.

11th Sept. 1854

/Sgd/ E.W. West
/ " / James I Berkley

True Copy
/ do / Thos R Watt
Secretary. –

No. 213 of 1854

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No. 213 of 1854.
Financial Department
(Railway Branch)

Memorandum.

The Abstract forwarded with Mems: from Railway Company, No. 914 dated 14th September 1854, of wages due to the men employed on the maintenance of Contract No 2 in the month of August last, has been examined, and a Draft on the Sub Treasurer for the amount thereof, Rupees /297. 3. 9/ Two hundred and ninety seven, annas three and pies nine, has been endorsed and returned, as per sanction conveyed in Government orders of 10th March last. No 88 and 21st June, No 252. –

/Sgd/ Jas. H G. Crawford
Major
Supg Engr Railway Depts

18th Sept.
1854.

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Great Indian Peninsula Railway.
No. 906 of 1854.

Bombay, 12th September 1854.

Memorandum.

Copies of the undermentioned Reports of the Chief Resident Engineer, forwarded for the information of Govt.

Report dated 8th September, on the progress of works under Contract since 14th of July 1854.

Report dated 5th September, upon the distribution of the Staff, since the 6th of July 1854.

/Signed/ J. R. Watt,
Secretary

To,
H. E. Goldsmid, Esquire,
&c &c: Chief Secretary to Govt.
Financial Department,
/Railway Branch/

To,
The Committee of Directors of
the G. I. P. Railway Company.

Gentlemen,

I have the honor to report to you upon the state of works and the progress that has been made in them since the 14th of July 1854.-

2d At the Mazagon Depôt, the masonry in the Coal and Coke shed is finished except the pointing. All the trusses for the roof and most of the purlins and wall plates and some of the rafters are fixed.-

3d

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3d. At the erecting Shop, the masonry for about one third of the building is complete up to the top of the block in course pilasters and the remainder is on the average 4 feet lower.-

4th. The flag pavement for the Store Shed is being dressed and laid.-

5th. At the Bombay Terminus, the new water Tank has been put together and caulked and will be tested as soon as the pumps is fixed.-

6th. At Bhandoop, the alteration has been made in the platform roof so as to raise the passage from the platform to the waiting room which has been built by Cursetjee Cowasjee.-The wells at the Stations are being covered over with planking.-

7th. On Contracts 1 and 2, the road is in very fair order and the fences are for the most part in good repair.

8th. On Contract No 3, the permanent way is in good repair and the embankments have sustained much less damage from the floods than I expected. A short length of the pitching beyond the Pinjrun Bridge needs repair and it will be advisable to have some more stone pitched under the two Northern Arches of the Poonrah Viaduct; under the other three arches where the scour was most extensive the stone pitched inverts have stood very well.

9th. At the Callian Station, the erection of the Iron Booking office approaches completion.- All the pillars and columns are erected and adjusted to the bottom plates and

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and entablatures. The iron frame work for the roof is up, and the convoluted plates are being laid out. The interior ceiling plates are fixed. The outside plates of the office the gable plates of the Verandah and the two partitions for the interior of the buildings are bolted in their places and the rivetting of them is progressing satisfactorily.-

10th. I have made arrangements for repairing the sidings at Callian Station which have sunk in consequence of the settlement of the embankments during the rains, and it will be commenced immediately.

11th. All the work that was ordered for this Station is complete, except the pavement of the platform which has been purposely deferred until after the rains and the laying a second coat of Tar on the palisade fencing which shall be done as soon as the weather will permit.-

12th. The five Gatekeepers Lodges between Persick and Callian are finished. The drawings for the permanent carriage and Engine Shed and the dwelling houses for the Engineer and Inspector are nearly completed and will be submitted to you without delay.

13th. Upon Contract No 4, some work has been done in a few of the cuttings. Some of the embankments are being trimmed and ballasted and the permanent road will be immediately commenced and will I expect progress very quickly. All the embankments upon this

Contract

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Contract have stood the rains and floods remarkably well.-

14th. In consequence of the unfavorable weather and the impossibility of obtaining masons and bricklayers for the execution of the masonry in the districts during the monsoon very little progress has lately been made at the Viaducts but, I am assured by the Contractor that a hundred Masons are daily expected to arrive from the Deccan, and that he will put a very large additional force of them upon the Nalor and Basta Viaducts in the course of next Month.

15th. At the Colaps a Viaduct, three of the 30 feet arches at the Northern end are finished. Three others are now being turned and the Northern abutment will be ready for the centres for the last arch in the course of a few days. The work at the large centre arch will be resumed as soon as the season has so far advanced as to remove all liability to floods, and I anticipate that this Viaduct will be finished with the exception of the upper stone dressing about the end of next Month.-

16th. Preparations are being made for executing the works lately authorized for the Wadsindree Station, and I expect to submit the drawings and Schedules of the buildings for that station on the 1st instant.

17th. Having received the Collector's authority to take possession of the land for Contract No 5, I ordered the Contractor to commence the works and he did so on the 15th of August. 18th.

18th. About 1200 men have been employed upon this Contract in opening out nearly all the cuttings, but the continued wet weather of late has very much retarded their progress.-

19th. In the course of a month, a great number of the Ghaut and Deccan labourers will come down to the Railway and will for the most part be employed upon the Earthworks of Contract No 5.-

20th. The Contractor has opened a quarry of stone of good quality for the bridges and Culverts upon this Contract, and arrangements have been made for a due supply of bricks.

I have the honor to be,
Gentlemen,
Your most obedient Servant,
(Signed) J. J. Berkley

Bombay,
Railway Office,
5th September 1854.

(True Copy)
(Signed) T. E. Watt,
Secretary.

To,
The Committee of Directors of the
G. I. P. Railway Company

Gentlemen,

I have the honor to report to you upon the distribution of the Officers of the Staff since the 6th of July 1854.

Upon the South eastern Extension Mr. Ker has been finishing the section of an alternative line to Shalapoor and has lately been engaged at Poonah in getting up the drawings and other office work connected with his surveys. Messrs Knight and Sanderson have been completing their plans

plans and sections &c. and in the course of a few days will proceed to Shollapoor to assist Mr. Rose in the Surveys of the line between that Town and the River Khistnah. Messrs. Preston, West and Bennett were for some time employed at the office in making the drawings and the tracings of the Khistnah and Bhore Ghaut Sections. Mr. Preston has latterly assisted me at Bombay with the estimates and details for my Sub reports on those subjects which Messrs. West and Bennett have been helping with the North Eastern Extension office work.—

Messrs. Adamson and Butt have had charge of the line from Callian to Nasik. The former has also superintended the maintenance of Contract No. 2 and No. 3 sections and has been getting up the drawings &c. for the new building at the Callian Station. Mr. Butt assisted at Bombay with the Ghaut office work until his attention was required for Contract No. 5.—

Mr. Tate has continued in charge of Contract No. 4 and Mr. West of the line from Bombay to Kalian and the Sion Road Crossing.—Mr. Inglis has been putting up the Iron Barking office at the Callian Station.

Upon the North Eastern Extension, Messrs. Graham, Bodington, Winteringham & the Messrs. Hawkes have been engaged at Jubbulpoor in completing the office work connected with the surveys made last season, and Messrs. Burke and W.B. Wright have been occupied in the same manner at Asseerghur.

A.

Bombay,
Railway office,
8th September 1854.

I have the honor to be,
Gentlemen,
Your most obedient Servant,
(signed) J. J. Berkley.

(True Copy)
(signed) J. R. Watt,
Secretary.

Resolution on Memorandum from Secretary G. I. P. Railway Company, No. 96 dated 12th September 1854 forwarding copies of Report by the Chief Resident Engineer, dated 8th September, on the progress of the works under Contract, and the distribution of the Staff.

With reference to paras. 17 & 19 of the Report of the progress of the works, the Directors should be reminded that Government as yet have received no intimation of the intention by Jamsetjee Dorabjee of any agreement with regard to Contract No. 5.

(Signed) Elphinstone,
23d September, 1854. " Morden,
" Jg Lumsden

No. 338 of 1854.
Financial Department,
(Railway Branch)

To,
The Secretary G. I. P.
Railway Company

15 01

23d September, 1854.

(signed) H.E. Goldsmid,
Offg. Chief Secretary to Govt.

F. W. G.

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No. 2863 of 1854.

Extract from the Proceedings of Government in the General Department

Extract paras: 18 and 19 of a Despatch from the Honble the Court of Directors No. 24 dated the 20th June 1854.

18. We have to express our approval of the desire shewn throughout your proceedings to give effect to the greatest extent in your power the improvement of the means of communication, but the only question which calls for particular remark from us is that relating to the communication between the coast and the parts of your Presidency above the Ghauts.

19. It is obvious that the settlement of this question must greatly depend on the direction which will be taken by the railways within your Presidency, and the main point to be practically determined is the degree to which the opportunity of commercial intercourse by railway at a considerable increase of distance will supersede the necessity of a direct communication with the coast for commercial purposes. We are desirous that this question should receive your early consideration as while we are disposed to incur any necessary expense for bringing all parts of the country within reach of a market for their produce or of the means of exporting it, it is incumbent on us to take care that the resources of our Govt

are

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are not wanted in opening up expensive lines of road, which may be liable to be superseded at no distant period by improved modes of communication.

Resolution 7th September 1854. } Ordered that an extract paras: 18 & 19 of the Despatch from the Honble the Court of Directors No. 24 dated the 20th June last, be transferred to the Railway Department with instructions to keep this department informed of all lines of rail, the construction of which may from time to time be contemplated, and the bearings of such lines with reference to any existing roads in the neighbourhood of the district through which they may be intended to pass.

True extract

Sd/ C. B. Erasmus Sydtie
Officiating Secretary to Govt

No. 330 of 1854.

Railway Department.

Memo:

With reference to transfer from General Department No. 2843 of 7th September 1854, that Department is informed that at the present moment the Railway is open for traffic from Bombay to Callian & a branch

An extension from Callian to the north

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North East to Wassinoree a village on the Thull Ghat road about five miles to the Westward of Khatpore is in course of construction and with it is expected be opened for traffic in February or March next ensuing.

From Callian an extension in the South Eastern direction is in course of construction to the Village of Nareli about 20 miles from Callian. There is a general sanction from the Honorable Court to carry this extension via Poonah to meet the Madras line by the junction of the Ghat by which this extension is to be carried is still before Government.

Proceedings in the Railway Department relative to a proposition by Colonel Kennedy to form a line of Railway from Bombay via Surat and Baroda to meet the East Indian line either at Agra or Delhi can be obtained by Mr Sydtie from the Financial Secretary's Office for perusal. It will be seen that the subject is now before the Government of India and the Honble Court.

Pending a decision on the subject the question of any further extension by the Thull Ghat of the Great Indian Peninsula Railway line now terminating at Kasara is suspended.

Bombay Castle 9th September 1854. } Sd/ H. E. Goldsmid
Officiating Chief Secy to Govt

P. G. G.

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No. 8 of 1854/55

Memorandum of advances made by the Bombay Government to the Great Indian Peninsula Railway Company from 9th to 26th Instant inclusive viz.

Date of Payment					
1854	By Nett amount advanced up. to 8th Instant				3,79,570.12.7.
Sept.	12th	"	Draft	No. 154 dated 1st Sept. 1854	1127.6.6.
"	14th	"	Ditto	158. 12th	2,145. " "
"	16th	"	Ditto	155. 6th	200. " "
"	20th	"	Ditto	159. 13th	297. 3. 9.
"	22nd	"	Ditto	156. 9th	214. 5. 5.
"	"	"	Ditto	157. "	14. 1. 7.
"	23rd	"	Ditto	160. 14th	4716. " "
					8714. 1. 3.
				Rupees	3,88,304.13.10.

Bombay,
Accountant General's Office
27th September 1854.

Signed C. E. Elliot,
Accountant General.

Copied
K.H.
E.G.

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Great Indian Peninsula Railway Company

Office. Bombay
13th September 1854

No 911 of 1854.

To

H. E. Goldsmid Esqr
Offg Chief Secy to Govt
Financial Department
(Railway Branch)

Memorandum

The Secretary to the Great Indian Peninsula Railway presents his compliments to the Secretary to Government and begs to forward for the information and records of Government two monthly Revenue Statements for July and August last.

by T. R. Watt
Secretary

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Great Indian Peninsula Railway

Esperum

Dr. Statement of Receipts and Disbursements on

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ental Line

Revenue a/c for the Month of July 1854

Cr.

To Balance brought from last Month			10362	5	7
July 31 Amount received for Passengers and Parcels &c.			866	1	8
Amount received from Traffic Manager for Fines inflicted			60	.	.
		Rupees	11250	2	9

By Payments viz.						
July 6	D. McRoche's cheque for Salaries & wages of the Locomotive & Traffic Departt. for June	31				3019 1 5
14	Sub Treasurer's cheque for balance of Nett Revenue account at 31 Decr 1853 transferred to credit of Interest account with Government	31				4489 9 7
17	James L. Berkley's cheque for wages to people employed in maintenance of Contract No 1 in June last	32				1999 1 8
"	D. McRoche's cheque for Stores in June last	33	997	13	6	
"	Dr. Dr. for Travelling Expenses	34	29	13	9	
"	Dr. Dr. for Sundry Expenses	35	12	3	8	1039 14 11
24	Sub Treasurer's cheque for repayment of maintenance of Contr. No 1 from 6th March to 31 May 1854	36				5218 6 10
						59766 2 5
Balance						52384 . 4
		Rupees				112150 2 9

Sd/ T. R. Watt
Secretary

Sd/ Vinayak Pandurang
Accountant

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Great Indian Peninsula Railway Experimental Line

Dr. Statement of Receipts and Disbursements on Revenue Account for the Month of August 1854

To	Balance brought from last Month		Rs 2,364	4
Aug 31	Amount received for Traffic during the month		11445	11 9
	Fines Inflicted			
	Amount received for Fine from William Mosby Foreman Platelayer		5	- -
	Maintenance of Way & Buildings En-gineers Salaries Overlookers &c			
	Amount received for Green Grass sold from the Station yards and Slopes of the line	35		
	Rupees		63869	12 1

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Cr.

By	Payments Viz.			
Aug 6	Sub. Treasurer's cheque for portion of the amount expended in Maintenance of Contract No 1 from 6 March 1853 to 5 March 1854. attributable to Year's Tear	37		764 7 6
7	D. M. Roche's cheque for Salaries & wages for July	38		3382 2 -
11	I. I. Berkley's cheque for repairs to Porters Lodges in month of May	39	763 -	
	D. " D. for repairs of line in May	40	121 12 4	
	D. " D. for D. to Station D. in May	41	38 10 3	
	D. " D. for D. to Porters Lodges June	42	94 12 9	
	D. " D. for D. of line in June	43	58 14 -	
	D. " D. for wages of people employed upon the repairs of Contract No 1 in July	44	1762 8 2	2152 12 6
21	D. M. Roche's cheque for outstandings of stores in July	45		2432 9
				6462 8 9
	Balance			57407 3 4
	Rupees			63869 12 1

pr J. R. Watt
Secretary

pr Vencesh Pandurang
Jr Accountant

Maharashtra State Archives

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No 3420 of 1854

Financial Department,

(Railway Branch)

Copy forwarded to Accountant General with reference to para 5 of Government letter of 27th April 1853, No 245.

Bombay Castle
26th September,
1854.

I have, H. E. Goldsmid,
Offg Chief Secy to Govt.

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304.

Great Indian Peninsula Railway Company.
Office Bombay
1st September 1854

No. 853 of 1854

To W. E. Goldsmid Esquire
Offg Chief Secy to Govt
Financial Department
(Railway Branch)

Sir,

I have the honor by desire of the Committee to forward for submission to the Right Honble the Governor in Council, the accompanying Copy of a Report dated the 26th Ultimo by the Chief Resident Engineer on the subject of the sleepers required for Contract No 5.

2. The total quantity wanted including a provision for stations is about 38000 and of that number Mr. Berkley recommends that 19000 should be of red and white-Syne and the remainder of

Northern and Southern Teak
Northern and Southern Blackwood
Errod
Bhendy
Kheir and
Assana

3. In Mr. Berkleys first report upon sleepers in the year 1850, he excluded red and white Syne from the list of woods applicable for sleepers giving weight to the objection

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objection that is entertained that it is not very durable when laid under ground, but this his observation leads him to believe arises more from the ravages of Ants than from natural decay, and as there has not been a single sleeper attacked by ants since laid in the Permanent way. Although many sleepers of Teak Errool and Blackwood were so attacked while deposited upon the ground alongside the Railway during construction so as to be ready for use when the Permanent Road would have to be laid. he considers the experience of the last two years sufficient to warrant the Company taking advantage of the circumstance by using a wood which is plentiful and Cheap, the price of it usually ranging about half of Teak or even much less.—

4. The Committee Consider that Mr. Berkley shows sufficient reason for trying Cyne Sleepers to the Extent recommended and I am therefore to request the sanction of Government to 1900 of them and 19000 of the other kinds of timber named being obtained for use on Contract No 5

5. I am also in accordance with Mr. Berkley's suggestion in para: 9 to request that Government will be pleased to cause me to be informed what quantity of Northern and Southern Teak suitable for sleepers, could be furnished from their Depôt before the 25th March next and at what rates; and I am further to call attention

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attention to the concluding para: [10] of Mr. Berkley's letter embodying a suggestion appearing to the Committee deserving of Consideration as to the supply of Teak Timber for Sleepers through the Conservator of Forests Department.—

I have the honor to be Sir
by Thos R Batt
Secretary

To
The Committee of Directors of the
Great Indian Peninsula Railway
Company.

Gentlemen

I have the honor to report to you upon the urgency for taking immediate measures to procure a timely supply of sleepers for Contract No 5.—

2. The number of sleepers that will be required upon the section of the line from Callian to Nasik including a provision for stations &c will be about 38000 and a considerable portion of these say one half should be delivered by March the 25th 1856. and the remainder by the first of June following.—

3. The kinds of timber of which these sleepers should be manufactured are

Northern and Southern Teak,
Northern and Southern Blackwood,
Errool. Bheudy. Khair.
and Assand.

and

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and in addition to these I recommend the extensive use of red and white Lyne on the grounds of economy durability and the abundance and facility of the supply procurable at Bombay and upon the Concan.—

4. As this recommendation is at variance with the advice I gave you in my first report upon sleepers in the year 1850 I beg to state the reasons, which now induce me to alter my opinion.—

5. The supply of Lyne is from local sources as abundant as that of any kind of timber, for it is to be found of excellent growth in most of the hilly jungles on the Northern Concan and its price usually ranges at about one half the price of teak or even much less than that; these very great advantages were in my opinion neutralised by the practical objection, which I then believed to exist that Lyne wood was liable to be attacked and destroyed by white Ants, our experience however upon that portion of the Railway which is finished has demonstrated beyond all doubt that sleepers when bedded in ballast and laid in the Permanent Road are not so.

6. Three years ago during our early operations in constructing the line many sleepers of Teak Ennool and Black-wood were deposited upon the ground along side the Railway so as to be ready for use when the Permanent road would have to be laid and while they were so exposed I observed that the white Ants very frequently

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frequently attacked the surface or sapwood coating, of all the above kinds of sleepers, but since the sleepers have been bedded in the ballast and laid in the Permanent road we have never been able by daily observation to discover a single instance, in which a sleeper so placed has been attacked by them.—

7. The experiment now extends over a period of more than two years and in my opinion establishes the fact that wood, even sapwood which is liable to the attack of white ants under ordinary circumstances, is protected from that cause of destruction when deposited in the Permanent Road of a Railway. It would be an interesting investigation to ascertain the cause of this protection whether it arises from the circumstance of Sleepers being embedded in dry, stony or sandy material almost free from any admixture of soil loam or clay whether from the vibration of the Locomotive Engines and Trains or from the Road being very frequently opened out for repairs, or from a combination of all these circumstances but whatever the cause might prove to be, experiment has clearly established the fact and I am of opinion that we ought now to take advantage of it.—

8. This cannot be done with greater effect than by making extensive use of red and white Lyne for sleepers because it will secure us great facilities.

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lities for obtaining the large supply which we require instead of the great difficulty which has always embarrassed this part of our undertaking and I estimate that it will reduce the cost of our sleepers by about 20 per cent.—

9. An objection is known entertained to Syne, that it is not very durable when laid under ground, but this my own observation leads me to believe arises more from the ravages of ants than from natural decay and it must be remembered that if used for sleepers Syne would be rendered much more durable than if it were placed in the ground under ordinary circumstances on account of being bedded in dry material and thoroughly drained I beg therefore to recommend that one half /19000/ sleepers of red and white Syne should be procured for Contract No 5 and that advertisements should be issued for the supply by Contractors of them, aswell as of the remaining 19000 of the other kinds of timber above specified and as there is a considerable doubt about our obtaining so large a quantity within the required period by that means only I advise that an application should also be made forthwith to Government to ascertain what quantity of Pattern and Canthern Teak suitable for sleepers, they would be willing to supply to us before 25th of March 1855. and at what rates.—

10. I would also advise that a suggestion should be offered to Government pointing out the expediency of arrangements being

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being made in the Conservator of Forests Department for conveniently meeting the requirements of the Railway Company for timber. Looking forward to the future construction of the extensions the Railway Company will certainly become, next to Government, the largest Consumers of timber in the Presidency, and although they have always been willing to pay a remunerative price for timber, the extent of their demand for it, falling upon a limited market, has exposed them to a combination amongst the dealers and will continue to do so. I would therefore submit that it would be greatly to the advantage of the Railway Company and convenient also to Government if an arrangement were made in the Conservator of Forests Department for meeting our requirements for Teak Timber, when timely notice of them has been given and that the timber should be supplied at rates to be fixed by a Committee appointed to investigate the question and ascertain what prices would be considered satisfactory by the Government and reasonable by the Railway Company.—

I have the honor to be &c.
by J. J. Berkley

Poona
26th Augt 1854

True Copy
by Thos. A. Watt
Secretary

Maharashtra State Archives

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Resolution on letter from Secretary Great Indian Peninsula Railway Company No. 853 dated 1st September 1854, requesting sanction to 19000 Sleepers of red and white Cyne and the same number of sleepers of Teak and other kinds of timber being obtained for use on Contract No 5, requesting also with reference to para 9 of Mr. Berkley's Report dated 26th August that the Committee may be informed what quantity of Teak Timber suitable for Sleepers, could be furnished from the Government Depôts before the 25th March next, and at what rates, and calling attention to a suggestion made in the 10th para. of the same Report.

Allowed

2. The Concluding portion of para 9 and the whole of para 10 of Mr. Berkley's report of 26th ultimo to be sent to the Conservator of Forests, who is to be requested to furnish the desired information.— [†From the words 'as there is']

3 Government are anxious that the Construction of the Railways should proceed as promptly and economically as possible. In this they have a direct pecuniary interest.

4. Large quantities of timber will be required for the Railways and Government resolve on supplying it from their Forests at a lower price than would be demanded from ordinary and less extensive Purchasers.—

5. The Conservator of Forests is to be requested to make arrangements for carrying out these views and to correspond direct with the Superintending Engineer Railway

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Railway Department on the subject
25 September 1854 by Elphinstone,
" J. Harden,
" J. G. Lumsden.

No. 339 of 1854

Financial Department
(Railway Branch)

To Secretary G. I. P. Ry Company

To The Conservator of Forests.

25th September 1854 by H. E. Goldsmid Esq Chief Secy to Govt

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317.

Great Indian Peninsula Railway

No. 913 of 1854

Bombay 14th September 1854

Memorandum

Copy of abstract of accounts of Sundry Stores supplied in Bombay in the month of August 1854, forwarded with a Cheque on Revenue for countersignature by the Superintending Engineer for the amount thereof viz. Rupees three hundred & twelve and four pies (312 " 4).

(Sd) J. R. Watt
Secretary

To

H. E. Goldsmid Esqr
Offg Chief Secrety to Govt
Financial Departt
(Railway Branch).

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Great Indian Peninsula Railway

Experimental Line — Stores Account

Abstract of accounts of Tradesmen who have supplied the Company with Sundry Stores in Bombay in

—— August 1854 ——

By whom supplied	Stores Description	Number of Account		Amount	
Holder and Company	Cakes of colour	1	" " "	59	123
Proprietors of Bombay Gazette	Book and forms	2	42 " "		
Education Society's Press	Do	3	168 "	588	-
Lamal Laffer	Tallow	4	100 " "		
Ebram Sonty	Do	6	40 " "	140	-
Gun Carriage dept. H.E.I.Co's	Grindstones	6	" " "	26	1
Tookaram Baporjee	Cutting timber	7	" " "	16	14 -
Gheesa Lamal	Waste	8	" " "	6	- -
Rogers & Company	Salamoniac	9	" " "	4	13 -
			Rupees	312	- 4

Rs. 312 - 0. a. 4. p. 4

Certified for Rupees Three hundred and twelve and pies four.

(Sd) D. M. Roche

(True Copy)
(Sd) J. R. Watt
Secretary

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№ 2120 of 1854

Financial Department
(Railway Branch)

Memorandum

The abstract of accounts forwarded with memorandum from Railway Company № 913 dated 14th September 1854 for stores supplied to the Company in Bombay in the month of August last, has been examined and a cheque for the amount thereof

Rupees (312 " " 4) Three hundred & twelve and pies four, submitted in accordance with the arrangements sanctioned by Government Resolution of 6 June 1854 № 228, has been countersigned and returned.

18th September 1854

(Sd) J. H. G. Crawford
Major
Sup.t Engr. Ry. Dept.t

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Great Indian P. Railway Company
Offices Bombay
21st September 1854

No 929 of 1854

To.

H. E. Goldsmid Esquire
Officiating Chief Secretary to Govermt.
Financial Department
/Railway Branch/

Sir,

I am desired by the Committee of Directors to acknowledge the receipt of the resolution of Government No 329 dated the 9th instant, and to explain the circumstances under which the recommendation alluded to in that resolution was forwarded to the Board in London

2 At various times and in different ways great benefit has resulted to the Company from the liberal conduct of Mr. Cursetjee Cowasjee of Bhandoop; as instance it maybe mentioned that unsolicited he constructed at his own expense a good road to the Bhandoop Station, and when water of a sufficiently good quality for the Engines was not to be had elsewhere without a considerable outlay, he permitted as much as the Company wanted to be drawn from his reservoirs, and from whence a continuous supply has ever since been obtained

3 Mr. Cursetjee has not made and

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and does not intend to make any charge for the water so supplied and an annual saving is in consequence effected in working the Traffic.

4 The Committee therefore thought that some return should be made to Mr Cursetjee Cowasjee, and there did not appear to be any means of rendering it likely to afford him so much satisfaction, as by granting him the privilege of travelling free between Bhandoop and Bombay, - - - and they considered that an inconvenient precedent would not be thereby established as the case was of a marked special character, and as it would be in their power to withdraw the privilege whenever it should be deemed expedient to do so-

5 Accordingly the Board were recommended to authorize a free pass to be issued and pending their decision a pass / renewed from month to month / was issued to Mr Cursetjee, but as Govt know the Board objected, for the reasons stated in their letter No 41 of 1854 dated 12th May- The Board however intimated that estimating as highly as the Committee do the liberal conduct of Mr Cursetjee Cowasjee they would cheerfully acquiesce in any other suitable return in the power of the Company to make, which might be suggested, but it appears

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appears by Mr Cursetjee's reply to the communication to him of the Board's views that he is both unable and unwilling to suggest any other mode by which the Directors could acknowledge his services, that he duly appreciated the one proposed, and that none other could be more congenial to his feelings

6 The Committee have also reconsidered the case and having given to the reasons assigned by the Board for objecting to the issue of a pass all the weight which is due to them, they cannot concur that the evil consequences which the Board anticipate as likely to arise are to be apprehended and continuing of their first opinion they have recommended the Board to reconsider their decision, hoping that on a revision of it they will see fit to authorize a free pass to be issued, but it has been suggested that should they still disagree with the Committee the case might be met by giving Mr Cursetjee a Periodical ticket between Bhandoop and Bombay, the cost of which could be charged in the working expenses as for water supplied-

7 Although their proceedings in this matter have not been brought to the knowledge of Government until after they have been transmitted to the Board the Committee trust that

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that His Lordship in Council will be pleased to approve of what has been done

I have the honor to be &c
(Signed) J. R. Watt
Secretary

Minute by the Honble Board dated 26th September 1854

It does not appear that any orders are required the letter may be recorded

26th Septr 1854 (Signed) Elphinstone
J. Warden

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Great Indian Peninsula Railway Company
Offices Bombay
21st September 1854.

No 930 of 1854.

To,
H. E. Goldsmid Esquire
Offg Chief Secretary to Govt
Financial Department
(Railway Branch)

Sir,

I have the honor, by desire of the Committee of Directors, to forward for submission to the Right Honble the Governor in Council the accompanying Copy of a letter dated the 6th from the Traffic Manager, recommending that a revised scale of charges which he sets forth be adopted for special Trains.

2. The Committee Considering that the alterations proposed are judicious request the sanction of Government to the same.

I have the honor to be &c
(Signed) J. R. Watt
Secretary

No

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No. 230 of 1854.

To,

The Bombay Committee of Directors

Gentlemen,

I beg to recommend that some alterations may be made in the Charges for Special trains on your line. The present scale of Charges were drawn out within a few months of the opening of the line and were, to a great extent experimental. They only provide for the Lonavla line, from my observations of the traffic since that scale was authorised, I am of opinion that some modification is necessary and have therefore drawn up the following scale of Charges which I beg to recommend to your favorable notice, as likely to have a favorable effect on the traffic receipts.-

Proposed scale of Charges for Special Trains.

Note Minimum Charges will be for 10. Miles

For one Carriage of any Class a single trip not exceeding 25. Miles ——— } 5 Rs p: Mile

For one Carriage a return trip not exceeding 25. miles ——— } 1 Rupee p: Mile

For one Carriage a single trip exceeding 25. Miles a Charge of Rupees 2 will be made for each mile exceeding 25. in addition to the rate of Rupees 5. per mile for the first 25th. miles, and for a return trip exceeding 25. Miles

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Miles an additional Charge of 8. annas per Mile will be made for each Mile exceeding 25.

For any extra Carriages beyond one (such extra Carriages not to exceed two in number) an additional Charge of one Rupee per Mile for a single trip and 8 annas per Mile for a return trip will be made for each first Class Carriage; 14. annas per Mile for a single trip and 6 annas per Mile for the return trip for each second Class and 10. annas per Mile for the single and 4. annas per Mile for the return trip for each third Class Carriage.-

For each extra waggon for the Conveyance of luggage, that may be Conveyed by a Special train, for the accommodation of the persons taking such a train, a Charge of 8. annas per Mile for the single and 3. annas per Mile for the return trips will be made; for any extra accommodation beyond that afforded by 3. Carriages the usual fare will be Charged, except the train is considered an excursion or cheap train by the Directors when a special agreement may be made.-

If

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If the above rates meet your approval I beg to apply for your authority to charge them in future. I am of opinion that they will be very remunerative.-

Railway Office
Bombay
6th September 1854.

I am &c
(Signed) D. M. Rooke

True Copy
(Signed) F. R. Watt
Secretary

Resolution on a letter from Secretary Great Indian Peninsula Railway Company, No. 930, dated 21st September, 1854 requesting sanction to the adoption of a revised scale of charges for Special trains.

Approved and authorized.-

27th September 1854.

(Signed) Elphinstone
" J. Warden

No. 344 of 1854.
Financial Depart.
(Railway Branch)

To
The Secretary G. I. P. Ry Company

27th September 1854

(Signed) H. E. Goldsmid
Offg Chief Secretary to Govt.

Copied by A.A. & C. W.H.

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Railway Department

Despatch

to

Honble Court

No. 255.

Dated 28th September

1854.

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No. 25/8/ of 1854.

Territorial Department,
Finance.

(Railway Branch.)

To

The Honorable the COURT OF DIRECTORS,

For Affairs of the Honorable East India Company,

LONDON.

Dated Bombay, 28th September 1854.

Honorable Sirs,

RAILWAYS.

Sind ~~Great Indian Peninsula~~ Railway Company, Affairs of.

We have the honor to annex a copy of the proceedings subsequent to those which accompanied our letter of 14th March last, No. 1, relative to the proposed railway between the Indus and Kurrachee, in Sind.

We have the honor to be, &c.;

Bombay Castle, 28th September 1854.

/Signed/ Elphinstone,
/Sd/ J. Warden.

/True Copy/.

C. L. Kaden Lt.
Offg: Secretary to Govt.

+ & W. G.

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S-337 Sindh 335.

List of accompaniments to letter to the Hon'ble Court No 258, dated 28th September 1854

21 Government Resolution on Despatch No 16 dated 2nd August 1854.

22 To the Commissioner in Sindh.

23 From the Commissioner in Sindh No 278 dated 31st August 1854 with accompaniment.

24 Government Resolution dated 23rd September 1854 Communicated under No 10.

25 To the Commissioner in Sindh.

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21

334.

Resolution on Railway despatch from the Bombay Court, No. 16, dated 2nd August 1854.

Govt. letter, No 1 (said) dated 14th March 1854.-

1. Approve of measures taken by Govern.t for ascertaining the Comparative merits of the two modes, submitted by Lieut. Chapman, for effecting a communication between upper Sind and Kurrachee. Attach much importance to the object in view, and will be prepared to consider the means by which it may be most advantageously carried out, on receipt of the opinions of Bombay Government and the Govt. of India. Hope to receive these opinions immediately on the completion of the Surveys of the proposed Railway. -

Copy of this para: to be forwarded for the information of the Commissioner in Sind.

2. The Court acknowledge having received with much concern the Report of Lieut. Chapmans death. Observe that the preliminary operations connected with the above

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No remark. –

above works, were performed by that officer with much zeal and ability, and concur with Government in the manner they have commemorated Lieutenant Chapman's services by calling the Thull Ghaut Road constructed under his Superintendence the "Chapman Road".

3. State that the Court have forwarded to Lieut. Chapman's widow two copies of the printed compilation containing his Reports. –

September 23d 1854. } /Sd/ of Elphinstone –
/Sd/ I Warden –
/Sd/ J J Lumsden –

22

No 9 of 1854.
Financial Department
/ Railway Branch /

Extract para: 1/ forwarded for the information of the Commissioner in Sind. –
/Sd/ H E Goldsmid
Offg Chief Secy to Govt

Bombay Castle 23d September 1854

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No 278 of 1854

Territorial Department,
(Railway Branch)

From,

H. B. E. Frere, Esquire,
Commissioner in
Sindh.

To,

The Right Honble
Lord Elphinstone, G.C.H.
Governor and President in
Council,
Bombay.

D/ 31st August 1854.

My Lord,

I have the honor to submit a copy of a Resolution which was proposed by Major General Sir Henry Somerset K.C.B. and carried unanimously at a public meeting held here on the 28th Instant, and which I was requested by the meeting to lay before your Lordship in Council.

2 The meeting, which was very respectably and numerously attended, was convened in compliance with a suggestion that it was very desirable by such means, to inform the local public as to what had been done and what was contemplated; to give an opportunity for

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for parties desirous of obtaining information to ask for and obtain it and to make known local opinions on the subject of the enterprize generally.

3 The greater part of the information communicated at the meeting is in one shape or another already before Government. On some few points the experience of the past season has strongly confirmed the anticipations expressed in my letter* of 16th November last submitting the late Lieut. Chapman's Report.

*No 459.

4 Thus, under the head Government Stores, for which Lieutenant Chapman had no credit in his calculations (vide para: 8 of my letter). In 1852/3, the last year for which he had any returns there were but 200 Tons of stores sent to the Punjab. Last season 1853/4 there were 3429 Tons; 911 Hogsheads of Malt liquor sent off from Kurrachee, between 10th October and 30th December, reached Ferozepoor between the 13th April and 8th Augt.; the liquor arrived in excellent order, notwithstanding the heat to which it was exposed. Had a Railway existed, the trip might have been shortened by from 20 @ 32 days, and the expense much lessened

by

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by avoiding the tedious navigation of the Delta.

5 But the principal result of the last 12 months' experience has been the additional proof afforded that the Port of Kurrachee is not closed during the Monsoon to vessels of moderate tonnage, drawing 16 @ 17 feet of water, and a vessel of that draft built in the modern style of ship building, is I would observe, one of considerable burden.

6 Previous to the Monsoon of 1853 there were, as Your Lordship in Council is aware, no arrivals during the Monsoon.

7. In the Monsoon of 1853 the arrivals and departures were:

1853

June 20th "Queen" 750 Tons 16 ft Draft.
July 5th Do.
23d Do.
August 3d "Auckland" 800 Tons 15½ ft.
5th Do.
6th "Queen"
16th "Rubican" 16 ft.
20th "Auckland"
27th Do.
September 8th "Victoria" 478 Tons 15½ ft.
14th "Rubicon"

This

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8 This year the want of a Steamer prevented any being sent in June, but as your Lordship is aware, there would in that month have been no difficulty as the Monsoon did not set in with any strength till July.

9 The arrivals and departures since have been:

1854

July 11th "Queen"
12th Do.
22nd "Sea Queen" 414 Tons 15.8 Ft
August 2nd "Ann Black" 313 16.3.
7th 2 Dingeys from Guadir
15th "Queen"
23rd "Auckland"
27th Do

* These are smacks Coasting vessels and since the 7th similar Native boats have come in and out almost daily without any risk or difficulty.

10 Having myself come up by the Steamer which arrived on the 11th July, I can testify to there having been nothing even to incommode a landsman, except for the first 150 or 200 miles out of Bombay.

11th The Masters of 8 vessels which have since arrived concur in stating that there is nothing like danger or difficulty in approaching the Port during the Monsoon, provided a vessel had proper charts and sailing directions, (which they had not this year) and were there an

Ordinarily

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ordinarily good pilot boat on the Station, such as your Lordship has already ordered. The "Eliza" a deep vessel of the old built, drawing 21 ft 6 in: arrived off the Port on the 12th instant. She has not yet entered, and, during the 18 days which she has been anchored in the outer road discharging cargo the wind has been as high or higher than at any time during the Monsoon; yet the master assured me it was, to use his own expression "near so wild a roadstead", as Madras is, the whole year round, and he told me that, with proper cargo boats, he could where he lay, have taken in or discharged cargo every day he has been lying here.

12 I trust therefore that the experience of these 2 Seasons may convince the Government of India that they have, in Kurrachee, a Port open the whole year round, and so far qualified to be the terminus of a Railway of more than provincial importance.

13 Should the Company now forming in England not be in a state of sufficient forwardness to send out the requisite staff for detailed surveys by November I would earnestly recommend that every

effort

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effort be made to enable Lieut.t Colonel Turner to execute the surveys through Government agency. I should then have every hope that if the state of the money market permitted the Railway Company to proceed, a commencement of the actual construction of the line might be made by this time next year.

Commissioner's Office
Kurrachee
31st August 1854

I have the honor
to be &c.
(Sd) H. B. E. Frere
Commissioner in
Sindh.

Resolution

"That this meeting having heard that a Company is forming in England to Construct a Railway between Kurrachee and the Indus, request the Commissioner will state to Government their sense of the incalculable Commercial and political advantages which such a work would confer on the Province and that he will express their hope that the Government of India may be solicited to assist the undertaking by the grant of the

Same

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same privileges as may be conceded to undertakings of similar character in other parts of India."

/True Copy/,
(Sd) R. H. Ellis,
Asst. Commissioner.
24.

Resolution on letter from the Commissioner in Sind No 278, of 31st August 1854, on the subject of the Railway between Kurrachee and the Indus

1. The Commissioner in Sind to be informed that he cannot be more anxious than Government are to see the proposed surveys carried out, and they trust that the arrangements lately sanctioned will enable Lieutenant-Colonel Turner to procure sufficient assistance for their prosecution

2 Mr. Frere's attention should be directed to para 1 of the despatch from the Honble Court No 16 of 2d August last.

23d September 1854 } (Signed) Elphinstone
" J. Warden
" J. G. Lumsden
25.

No 10 of 1854

Financial Departt
(Railway Branch)

To
The Commissioner in Sind.

23d September 1854 } (Sd) H. E. Goldsmid
Offg Chief Secy to Govt

4 Dr.

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Railway Department

Depatch

to

Hon'ble Court

No: 26 C

Dated 14th October

1854

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Railway Depatch

Bombay

14th October

1854.

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No. 26 G of 1854.

Territorial Department,
Finance.
(Railway Branch.)

To

The Hon'ble the COURT OF DIRECTORS

For Affairs of the Hon'ble East India Company,

LONDON.

Dated Bombay, 14th October 1854.

Hon'ble Sirs,

Railways.
Great Indian Peninsula Railway Company, Affairs of.

Letter from Secy Railway Compy No 1988, of 15 Augt 1854 - with enclosed Report by Chief Asst Engineer.-
Letter from Do. No 831. dated 26 Do. with report by Chief Asst Engineer.-
Report by Major Crawford Supdg Engineer No 214 of 6 Septr 1854
Report by Do. No 210. dated 13 Septr 54.-

Vouchers 1293 to 1296.-

We have the honor to transmit herewith copy of letters from the Secretary Great Indian Peninsula Railway Company and of Reports as per margin, relative to recent operations on the Bhore and Nussoor Ghats undertaken with a view to the decision of the question as to the route to be adopted for the ascent of the South Eastern Extension of the Railway.-

2. The proceedings consequent on the receipt by us of the above documents are also enclosed + and will, we trust, meet with the approval of your Honorable

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Honorable Court.-

We have the honor, &c. Bombay Castle,
Sir J. Elphinstone, 14th October 1854.-
" J. G. Lumsden.-

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List of accompaniments to letter to the Honble Court, No. 265 dated 14th October 1854.

Surveys

1289 From Secretary Railway Company, No. 788, dated 15th August 1854, with accompaniments.

1290 Report by Superintending Engineer No. 204, dated 6th September 1854

1291 From Secretary Railway Company No. 831, dated 26th August 1854 with accompaniments

1292 Report by Superintending Engineer No. 210 dated 13th September.

1293 Minute by the Right Honble the Governor dated 7th October.

1294 Minute by the Honble Mr. Lumsden dated 9th Do

1295 To the Secretary Railway Company No. 354 dated 12th October

1296 To the Government of India No. 353 of 12th October 1854

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S-355 1289

Great Indian Peninsula Railway Company
Offices Bombay
15th August 1854

No. 788 of 1854.

To
C. E. F. Fyler Esquire
Offg Chief Secy to Govt.
Financial Department
(Railway Branch)

Sir.

By desire of the Committee of Directors, herewith is transmitted for submission to the Right Honble the Governor in Council copy of a report dated the 8th instant by the Chief Resident Engineer giving the result of his further examination of the Kussoor Ghat, which it was requested might be made by the resolution of Government forwarded in the letter of the Secretary to the said of the 13th February last.

2. The drawings referred to in the Chief Resident Engineers report also accompanying these.

3. Mr Bartley shows that the route for the South Eastern Extension by the Kussoor is insuperable and Concludes his report with the following recommendations viz.

That the Government should be requested to authorise the selection of the Ghaut line for the South Eastern extension of the Great Indian Peninsula Railway

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Railway.

"That the Extension from Narel to the foot of the Ghaut Incline should be staked out and the works let by Contract as soon as possible. This is a matter of very great importance to the interests of the Company for Narel neither being a centre of traffic, nor upon any main line of communication would be particularly unsuitable for a terminus to the Railway, but by at once actively proceeding with the short extension from Narel to the Ghat the works upon it would be so light that it might be finished very soon after the completion of the line to Narel, and thus not only might great public accommodation be afforded at the earliest possible date, but the expense of building a temporary terminus at Narel might be avoided.

"That Lt Inverarity be authorised to investigate and report upon the most advisable temporary communication that can be made between the foot of the Ghat Incline near Padashuree and Campoolee at the bottom of the present mail

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Mail Road, as by this means a very large proportion of the traffic of the Bombay and Poona Mail Road would no doubt be secured to the Railway while the Ghat Incline was being constructed."

"That the Line from the summit of the Incline near Khandalla to Poona should be staked out as soon as the weather will permit and the necessary preparations be made without delay for letting its construction by Contract."

4. In these recommendations, the Committee fully concur, and they will be glad to be favored with authority from Government to carry them into effect.—

I have the honor to be &c
by Tho.s R Pott
Secretary.

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Account
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To

The Committee of Directors of the
Great Indian Peninsula
Railway Company

Gentlemen,

Having furnished you with the Contract Drawings for the portion of the South Eastern Extension of the Great Indian Peninsula Railway between Callian and Nasik I have the honor to report to you on the subject of the more detailed investigation of the Engineering merits of the Kussoor Ghat, which has been made during the latter part of last working season in compliance with your directions communicated by the Acting Secretary's letter No. 171 dated 21st of February 1852 with enclosure of Copies of the Minute by the Right Honble the Governor, and of the Report of the Superintending Engineer.

2. Before I addressed to you my Report of the 9th January, I had obtained sufficient correct data to enable me to form a conclusive opinion upon the inferiority of the Kussoor Ghat, as compared with the Bhore Ghat for the purpose of a Railway Ascent, and in conveying that opinion to you I certainly did not consider that it would be necessary to enter fully into the details of an Engineering case, the leading features of which had been ascertained to be so unfavorable

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as to be alone sufficient to prove the ineligibility of the Kussoor Ghat as a route for the South Eastern Extension. I therefore confined myself to a demonstration of those leading features. The sequel has shown that it would have saved much valuable time and labor, had I stated the objections in a more lengthy and elaborate manner, but the facts I have now to lay before you will I trust manifest the correctness and conclusiveness of those representations which were submitted to you in my last report.

3. In dealing with the subject I have borne in mind the several points touching the Kussoor Ghat referred to both in His Lordship's Minute and in the report of the Superintending Engineer and they will be found to be fully explained, as the details and comparative merits of the Routes by this Ghat are brought to your notice.

4. Your directions and the instructions conveyed by His Lordship's minute have been closely carried out wherever there was the slightest plausibility for undertaking field work by presenting, in the same detailed

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detailed manner as had been adopted at the Bhore Ghat, but I have exercised my professional judgement in directing our operations, as soon as it was practicable, to some of those features of this Ghat which were inevitable, and upon which our previous labors had led me to conclude the eligibility of this route must depend. The effect of this course has been to save both time and expence, and to enable me now to submit the subject to you in a conclusive shape.—

5 The work was resumed at the Kussoor Ghat by Messrs Preston Bennett, West, and Batt, on the 28th April, as soon as the operations at the Bhore Ghat could be brought to a close and it was completed on the 7th of June to that extent, which appeared to me sufficient to lead to a decision upon the Engineering point in question.

6 Those Gentlemen were afterwards employed in preparing the drawings of which I beg to furnish you with Copies as follows.—

No 1. A plan of the Kussoor Ghat and of the adjoining part of the range

2. The section taken along the Red line shown upon the plan.

3. The section taken along the Blue line

7. The section of the Black Line was of so markedly impracticable

ticable a character and somewhat worse than those of the Red and Blue Lines, that it would have been an absolute waste of time to complete the Drawing and to get up the several Copies of it for they could have been of no possible use in the Consideration of this subject — Another Copy of the above drawings will be furnished to you in the Course of a few days, so that if you think proper they may be transmitted to the Board of Directors by the next mail.—

8 In that part of the Syhadree range which was comprised within the limits of this investigation, in consequence of its lying nearly in the due direction from Callean to Poonah, there are only two routes for ascending from the Concan to the Deccan, which presented any probability of meeting with suitable facilities for a Railway Incline, These were described to you in my last report, one was taken from a point in the South of the Berumbee Hill to a point in the valley of the Andros to the East of the village of Kussoor. This may be called for the sake of distinction The Kussoor Ghat Incline. The other started at the base from a point below the northern flank of the great Cay spur and ascended to its summit on the Deccan at the head of the Sowlee Ghat, and not far from the village of that name. This may be called the Sowlee Ghat Incline.—

Of

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9. Of the former or Kussoor Ghat Incline no detailed section has been taken for reasons that will be obvious from the following statement of those facts which were ascertained respecting it in the early stage of our operations.-

10. Starting from Narel, the approach to the Kussoor Ghat Incline would cross the river Oolassa and following the course of one of the tributaries of that river would bend in a North Easterly direction to the point A shown upon the plan laid as the base of the Incline. From this point the line would ascend round the Hersulkee Hill, and along the Northern flank of the spur to the Parapimplee Khind, a low dip in the spur which it must cross and thence strike upon a ness of the main escarpment of the Ghats, up which it would run for 2¼ miles and crossing the Dhool-khind Ravine and the Kussoor Ghat would ascend by a succession of sharp Curves round Kisnee point, and thence along the main escarpment of the Sykadree range, the verge of which it would enter by a long tunnel and emerge upon the valley of the Andrus at point B shown upon the plan 30 Chains to the Eastward of the village of Kussoor.

11. The general course of this Incline is denoted by the yellow line. From Narel to the foot of the Incline, this line would cross the River Oolassa and traverse some undulating ground over which the section would be much less favorable

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favorable than that which had been already laid out up the Oolassa Valley to the foot of the Bhore Ghat at Paduadhurree.

12. The point, which I selected for the foot of this Incline and alluded to in my report of the 9th of January was the highest level that could be taken being 112 feet above the general level of the ground adjoining the tributary valley of the Oolassa along which the line should properly approach the Ghat. The adoption of this level for the base of the Incline would it appears from our recent operations, involve the necessity of encountering some formidable works upon the portion of the line between it and Narel, and as this would increase the unfavorable character of this route as compared with that by the Bhore Ghat. I am of opinion that the base of the Kussoor Ghat Incline should be fixed at about 80ft below that which was assumed for it in our previous operations, but I shall place before you the merits of the Kussoor Ghat ascent from both of these points as compared with the Bhore Ghat Incline of 1832, premising that as the one or other of the Levels at the base of the Incline may be taken the works upon the ensuing portion of the line will be more or less favorable.-

13. From the base as it was fixed in my last report the total ascent to the summit of the Kussoor Ghat Incline at Point B would be

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be 1728 feet. The length of the Incline would be 11 miles and the average or uniform rate of inclination 1 in 33. The ascent by the Bhore Ghat Incline of 1852 was 1796 feet high, its length 13 miles 46 chains and its average or uniform rate of inclination 1 in 40. This is a simple and just mode of expressing the merits of the Kussoor Ghat Incline, as regards its rate of inclination, for the purpose of comparison with the Bhore or any other Ghat ascent because of any particular arrangement of the gradients, which might be adopted in the one case, were also applied to the other, the inferiority of the uniform rate of inclination of either must manifest itself in some portion of the ascent. It is therefore obvious that the Kussoor Ghat Incline is less favorable in respect of gradients than the Bhore Ghat Incline of 1852.

14. If a stationary Engine plane of 1 in 20 for a length of 1 mile 68 Chains were adopted in the same manner as at the Bhore Ghat incline the result would be equally unfavorable to the Kussoor Ghat. The comparison would then stand as follows

Kussoor Ghat Incline

1 in 20 for 1 Mile 68 Chains
1 " 29 " 9 " 12 "

Bhore Ghat Incline

1 in 20 for 1 Mile 68 Chains
1 " 47 " 11 " 58 "

The Kussoor Ghat Incline would therefore be greatly inferior as regards gradients to the Bhore Ghat unless its base were lengthened, and this I have ascertained

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ascertained, is impracticable.

15. The uniform rate of inclination of the Kussoor Ghat being 1 in 33 which is too steep for the effective use of locomotive power, it would be absolutely necessary to adopt the stationary Engine plane of 1 in 20 for at least 1 mile 68 chains of the ascent, because even with its assistance the gradient of the remainder of the Incline would be as steep as 1 in 39. In addition to which, there is this further reason why it would be essential to make use of the above plane viz that the difference of level between the highest point of the Parapimplee Khind and the summit of the Incline is 1383 feet and the distance only 7 miles 10 Chains, so that unless a stationary Engine plane of at least equal length and inclination to those at the Bhore Ghat were adopted, the level of the Railway could not be brought low enough at the Parapimplee Khind to admit of its being carried over the pass of a Viaduct within practicable limits, for even with such a plane the level of the Rails would be 200 ft above the top of the Khind.-

16. The inadvisability of the use of such a stationary Engine plane is therefore another serious defect in the Kussoor Ghat incline as compared with the Bhore Ghat, where it reported in September 1832 that a locomotive gradient was attainable, a result which has been already accomplished by our recent operations

17. But the comparative demerits

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merits of the Kussoor Ghat Incline do not end here. The stationary Engine plane, which laid out upon the Bhore Ghat ascent suggested itself and was adopted on account of the peculiar aptitude of some portion of the Ghat for its construction and working. The direction was very nearly straight to the summit could be fixed upon the level ground above the verge of the Ghat escarpment, where great facilities and advantages would be available for the fixed Engines and working establishment, but at the Kussoor Ghat on the Contrary, the local features present insuperable practical objections to the construction and maintenance of a stationary Engine plane. For instance, it could not be placed at the top of the Ghat, because it would have to descend through one continuous Tunnel 1/8 mile in length to the verge of the Ghat escarpment below which the level of the Railway Incline would be as much as 409 feet, it would then fall along the precipitous margin of a very deep ravine and would terminate in a tunnel through the Tolee-matha hill, and about 1/2 a mile of the Incline plane would be upon Curves of very sharp radius. For these reasons, the stationary Engine plane could not be placed near the summit of the Ghat ascent nor could the top of it be fixed at its verge as at Khandalla, because under any circumstances, the line would be in

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tunnel at that spot where the summit of the Plane would then have to stand, as the edge of the Ghat escarpment would be 232 feet above the level of the railway unless the length of the Kussoor Ghat ascent were shortened by 1 mile and 30 Chains in which case the gradient of that part of it below the plane would be far beyond the capabilities of locomotive Engine Power. Moreover the 2 miles of the Incline immediately below the Ghat escarpment would of necessity have to be laid out with curves of the sharpest radius, and for the most part in tunnels through the Tolee Matha projection of the Ghat and hence point, upon the remainder of the Incline, down to Karjat simple Ghaut, it would not be practicable to construct and work a fixed Engine plane, for the line would there descend the Ghat flank, which is quite unsuitable for such a purpose.

18. It was also evident upon examining the ground along this Incline that very formidable works would have to be constructed, and that sharp Curves would have to be used in many places, concurrently with the steepest gradients.

19 The above objections briefly recapitulated are as follows. A less favorable line from Karjat to the foot of the Ghat Incline, an average & uniform rate of inclination of 1 in 33 instead of 1 in 40 as at the Bhore Ghat. The absolute necessity for the adoption of

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of a stationary Engine plane as severe as that upon the Bhore Ghat, while the remainder of the incline would have a uniform gradient of 1 in 39 instead of 1 in 47. The impracticability of constructing and working such an incline plane in that part of the Ghat, where it would be essentially necessary to establish it. The great length of sharp Curves upon the steepest gradients and the magnitude of the works

20. Having ascertained these facts it would have been a waste of time and labor to lay out this Incline in detail for it was evident beyond all question that it would be not only ineligible, but impracticable for the ascent of your Railway to the Deccan.—

21. The defects in the Kussoor Ghat Incline, which I have already described, would attach to it were the same level assumed for its base pursuing former report, but I am of opinion upon a further study of the ground that the level of the base should be 80 ft lower and in that case the incline would be even still more unfavorable.—

22 The total ascent to the summit at Point D would be 1820 feet its length 11 miles the average rate of inclination 1/32 and with the adoption of 1 in 20 Stationary Engine plane its gradients would be 1 in 20 for 1 mile 68 Chains and 1 in 36 for 9 miles 12 Chains.

23 These would of course place the Kussoor Ghat in still less

favorable

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favorable

Comparison with the Bhore Ghat incline while every other feature would be made even more objectionable than they have been already represented.

24 Had it been practicable to have extended the base of the Kussoor Ghat Incline, so as to have made it eligible for a Railway Incline in respect of gradients the saving by this route over that by the Bhore Ghat would have been about 6 miles.—

25 The Summit of the Kussoor Ghat Incline which is upon the level of the valley of the river Andrae is 2234 ft above our datum or 2149 feet above high water mark at Bombay and the summit of the Bhore Ghat Incline (A.D. 1832) which is rather higher than the valley of the Indarawnee was 2101. feet above our datum or 2016 ft above high water mark at Bombay and it thus appears that the summit of the Kussoor Incline would be 133 ft. higher than that of the Bhore Ghat.

26. In the Right Honble the Governors minute it is stated that the same general result was arrived at by Colonel Sykes and a doubt is expressed whether the fact of the level of the Deccan Valley being higher in the one case than in the other would be advantageous or not in laying out a railway. I therefore beg to express my opinion that in every part of the Ghauts which I have examined the higher level of the Deccan Valley would be an unfavorable feature.—

The

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27. The line from Narel to the foot of the Sawlee Ghat inclines pursues nearly the same course upon the Concan as the Kussoor Ghat line, but strikes upon the Northern flank of the great Dag Spur of the Ghats where the Black and Red lines shown upon the accompanying Plan commence. The Black line was the first that was traced along the flank of this spur which is of a very rough character presenting alternate deep and wide ravines and high rocky projections and the works upon it were so extensive that the Red line was studied for the purpose of reducing them but this having failed to effect an object the Blue line was subsequently laid out from the 2½ Mile in order to ascertain whether it would be possible by the more frequent use of reverse 30 Chains Curves to bring the works down to economical or even practicable limits The main direction of these lines was the same and they had to encounter the same formidable features of the ground. From the face of the incline they assumed the Northern flank of the spur to the Dag ravine, which falls very rapidly from a Khind at a junction of the spur and the Ghat range to the Concan. Crossing this ravine, the line took the course of the main escarpment of the Ghats which is here very precipitous and of extraordinary boldness and irregularity. It was then laid out across the Sheenkai ravine through the Rhynar-point over another ravine exceeding in magnitude all those

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those which had hitherto been encountered until it reached the Tolee Matha projection of the Ghats. at this point no sections had presented such great engineering difficulties, that it was manifestly absurd to proceed any further in laying out this Incline and we therefore confined ourselves to an examination of the remainder of the ascent, the course of which is denoted by the dotted black line upon the plan.

28. From Tolee Matha the Incline would have to ascend the main range of the Ghats by sharp curves through Nanee point across the Kussoor Ghat and the Chaul Khind ravine and rising up the flank of the Chenwah Hill would cross the Parasimpla Pass and ravine and sweep round the angular projection of the Escarpment at Rhynawattee and crossing two immense lateral passes would ascend the long ravine to the Summit of the Sawlee Ghat.—

29. The total ascent of the Sawlee Ghat Incline is 1980 ft its length 10 miles and its average or uniform rate of inclination 1 in 40. The Rhone Ghat incline being 1796 ft. high its length 13 miles 46 Chains and rate of inclination 1 in 40. The route to Poona from Callean, up the Sawlee Ghat would be shorter by 2 Miles than that by the Rhone Ghat and Khandalla The height to be ascended by this Incline is therefore 184 feet more than by the Rhone Ghat. Its length is 1 Mile 34 Chains greater

indeed

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indeed it must necessarily be so in order to obtain equally favorable gradients and this would be a disadvantage for which a saving in distance of 2 miles would certainly be no equivalent unless it were also attended by some marked superiority in the extent and character of the works upon the Inclines, so far from this being the case in my report of the 9th of January I advised you to abandon the Tuscon route on account of the impracticability of some of the works that would have to be encountered in ascending the Gila and therefore when called upon by your directions issued in conformity with the requirements of the Government to investigate in more detail the merits of this assent it only remained for me to test by a minute and accurate study of the ground the soundness of that opinion.—

30. The sections along the Red and Blue lines only have been plotted because the Black line which joins the Red Line at 5 miles 30 Chains proves to be of a much more unfavorable Character.

31. Upon the Red line there would be in the lower 8 miles of the Inclines 146820 Cubic yards of embankment per mile and 12 Tunnells of the aggregate length of 5360 yards or 3 miles 80 yards of which the following is a list

Tunnelling

Distance on Section				
at 1 Mile	30 Chains	215 yards.		
2 "	10 "	255 "		
2 "	40 "	110 "		
2 "	60 "	100 "		
3 "	20 "	660 "	}	no shafts could be sunk for its construction.
4 "	10 "	450		
4 "	40 "	850 "	}	only 1 shaft near the west end of it —
5 "	20 "	895 "		
6 "	10 "	433 "		No shafts
6 "	30 "	215 "		
7 "	10 "	693 "		No shafts
7 "	60 "	484 "		No shafts.
		5360. Total yards		

32. There would be 6 Viaducts of the aggregate length of 2089 yards upon that part of the Incline of which the position and dimensions are as follows.

Distance on Section.	Approaches	Extreme Height
at 2 miles	70 Chains 65 yards. —	126 feet
4 "	70 " 176 "	186 "
5 "	60 " 462 "	370 "
6 "	40 " 462 "	330 "
7 "	" " 374 "	370 "
8 "	10 " 550 "	470 "
	2089 Total yards.	

33. The gradient would be 1 in 40 throughout and the curves as follows.—

	Curves		
30 Chains	Radius	length 2 mile	18 Chains
50 "	"	"	54½ "
60 "	"	"	31 "
80 "	"	1 "	53½ "
Straight	"	3 "	3 "
		Total 8. miles	

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34. I am of opinion that the four Ravine Crossings at

5 miles 60 Chains
6 " 40 "
7 " " "
8 " 10 " would render the construction of this Inclined quite impracticable.

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35. The impracticability of crossing the above four ravines in the course of Red line and the magnitude of the works about the third mile upon that section subsequently led to the trial of the Blue line of which No 3 is the section. This line diverged from the Black line at two miles and 30 Chains and by a succession of reverse Curves, nearly all of 30 Chains radius we endeavoured to obtain such a line as would bring the works over the least Ravine Crossings within Economical or at least practicable limits without increasing the already most serious extent of the tunnelling. This could not be effected by the alternative line as will be seen by reference to the section, although it succeeds in crossing the four large ravines at points considerably higher up their beds than the Red line. The blue line which has been laid out to the same point up the Incline as the other is 8¼ miles long and the quantity of embankment upon it would be 181746 Cubic yards per mile. There would be 11 Tunnels of the aggregate length of 5574 yards or 3 miles 10½ Chains of

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which the following is a list.

Distance	Tunnelling in Section		Height
at 1 mile	30 Chains.	215 yards	
2 "	10 "	255 "	
2 "	53 "	39 "	
3 "	29 "	275 "	
3 "	77 "	358 "	
4 "	38 "	610 "	
5 "	2 "	403 "	
5 "	26 "	828 "	
6 "	" "	1159 "	No shafts
7 "	" "	803 "	No shafts
7 "	51 "	867 "	No shafts
		5574 Total yards	

36. There would be 9 Viaducts of the aggregate length of 2362 yards, of which the position and dimensions are as follows.

Distance	Arching in Section		Extreme height
2 miles	46 Chains.	60 yards	113 feet
2 "	57 "	306 "	220 "
3 "	13 "	108 "	100 "
3 "	47 "	264 "	140 "
4 "	72 "	134 "	167 "
5 "	54 "	445 "	350 "
6 "	58 "	370 "	320 "
7 "	41 "	209 "	337 "
8 "	17 "	466 "	357 "
		2362 Total yards	

37. I am of opinion that the three Tunnels at 6 miles, 7 miles and 7 miles 51 Chains are so long as to condemn this line, because the heavy Elevation

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Elevation of the hills would not admit of shafts being sunk in order that they might be constructed within a reasonable period, and that notwithstanding the reduction in the heights of the Crossings of the four great ravines they would still be far beyond the limits of practicability.

38. The gradient upon this line would be 1 in 40 throughout and the Curves as follows.

Curves. —	Length
30 Chains Radius. —	4 Miles 48 Chains
60 " "	1 " 55 "
80 " "	" " 45½ "
Straight "	1 " 57½ "
Total	8. Miles 40 Chains

39. From the failure of the Blue line it was therefore evident, that none could be obtained of an eligible character, because even attempted to reduce the viaducts we increased the Tunnels, and with the close balance which we had drawn between them, both descriptions of works exceeded economical limits.

40. The lines therefore, which have been laid out with an incline of 1 in 40 must be condemned on account of their own intrinsic defects without the necessity of comparing them with the Shore Ghat inclines. But before the Sawlee Incline is dismissed as ineligible it will be shown that by no other arrangement of the gradients, could its impracticable features be lessened

lessened and brought within the limits of a favorable comparison with the works upon the Shore Ghat Incline.

41. By adopting a stationary Engine plane of 1 in 20 for 1 mile and 68 Chains from the Sawlee Summit and if equally favorable gradients to those of the Shore Ghat Incline were made use of below it, the level of the railway above the large ravines might certainly be reduced upon both the Red and Blue sections to practicable limits, but then by lowering the level to this extent, several of the tunnels upon both lines (which with the 1 in 40 uniform gradients but were already so long as to condemn them) would be very much increased. In short the features of this part of the Ghat are so formidable that by means of such gradients and curves as have been made use of upon the Shore Ghat ascent, it would be impossible to get even a practicable line, for if the ravine crossings were brought within the limits of expenence, the tunnels must be increased to such lengths as to condemn the line, and on the other hand by shortening the Tunnels the ravine crossings would be made impracticable

42. As a final objection to the Sawlee Ghat Incline, it only remains for me to add that even if the adoption of a stationary Engine Plane upon it, similar to

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to that which was designed at the Bhore Ghat would have the effect of sufficiently reducing the impracticable works upon the present sections, it could only be made use of under the greatest disadvantages because if it were placed in the proper situation for it at the top of the Ghat ascent it would have to be laid out with curves of very sharp radius and through a good deal of tunnelling which would be intolerable in order to turn from the course of the Lawlee ravine round the Bhyrawattee projection to the Southerly direction of the main escarpment, nor would there be any other position in which it could be designed so as to lessen the enormous works below for to attempt to construct and work a fixed Engine plane nearly two miles long upon the face of the Ghat escarpment, would be attended with insuperable practicable difficulties.—

43. The Summit of the Lawlee Ghat Incline is 2313 feet above our datum or 2228 feet above high water mark at Bombay and is therefore 212 feet higher than that of the Bhore Ghat Incline.—

44. Having thus proved that the route from Callian to Poona by Kussoor is ineligible they recommend the adoption of the following measures.

45 That the Government should be requested to authorise the selection of the Bhore Ghat line for the South Eastern Extension of the Great Indian Peninsula Railway.—

46 That the Extension from Karel

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Karel to the foot of the Bhore Ghat Incline should be staked out, and the works let by Contract as soon as possible. This is a matter of very great importance to the interests of the Company for Karel neither being a centre of traffic, nor upon any main line of Communication, would have particularly unsuitable for a terminus to the Railway, but by at once actively proceeding with the short Extension from Karel to the Ghat the works upon it would be so light that it might be finished very soon after the completion of the line to Karel, and thus not only might great public accommodation be afforded at the earliest possible date, but the expence of building a temporary terminus at Karel might be avoided.—

47. That I should be authorised to investigate and report upon the most advisable temporary communication that can be made between the foot of the Ghat Incline near Dadusshunee and Campoolie at the bottom of the present Mail road, as by this means a very large proportion of the traffic of the Bombay and Poona Mail Road would no doubt be secured to the Railway while the Ghat Incline was being constructed.

48. That the line from the summit of the Incline near Khandalla to Poona should be staked out

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ont be com as the weather will permit and the necessary prepa ration be made without delay for letting its construction by Contract.

69. As it is my intention to report to you in the course of a few days upon the Khone that assent it will not be necessary for me now to make any further allusion to that subject.

Poona 3
8th August 1854 } I have the hon to be &c
sd J. J. Berkley.

True Copy
sd Thos R Watt
Secretary.

1290

No. 204 of 1854
Financial Department
(Railway Branch)

To
H. E. Goldsmid Esquire
Offg. Chief Secy to Govt
Sir,

With reference to the further report on the Kussoor Ghat by Mr Berkley, now submitted with Railway Company's letter No. 788 of the 15th Augt I have the honor to offer the following observations.—

After

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2. After the most attentive consideration of the whole subject I cannot but concur with Mr Berkley, in his conclusion that the Kussoor Ghat is altogether ineligible for a Railway Ascent.—

3 A reference to the plan and report will show that during this last and the preceding season every apparently possible route on the Ghat has been tested, whether that originally laid out on the northern spur and which is distinguished as the Kussoor Ghat incline, from its summit being within a few chains distance of that village, or the line with its several alternative deviations on the southern spur, and which is called the Sawlee Ghat incline, from its termination being near the village of that name.—

4 The whole subject is so fully discussed in his report, that it would be a waste of time were I to recapitulate what Mr Berkley has now put forward in so clear a light. I will therefore, merely state what appears to be the result, and to be fully established by the last seasons operations.

1 It appears that by the Kussoor Ghat a locomotive line throughout is not to be obtained.—

2. That the application of a stationary Engine incline upon

this

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this Ghat, of the same length as that originally proposed on the Bhore Ghat, were the nature of the ground better adapted for establishing one than it is shewn to be, would still leave the general incline inferior to that by the Bhore Ghat.

3. That all the lines now laid out involve the construction of works which approach if they do not in many instances pass the limits of practicability.—

With such results it will probably be considered useless to carry on any further investigation of the Kussoor Ghat.

5. As I am aware that the resurvey of this Ghat during the past season was ordered by Government in a great measure consequent on my report No 4 of the 9th January, I would beg to express a hope, with reference to para 2 of Mr Berkley's present report, that the result of the past seasons work will not be considered as time or labor ill spent. However satisfied from the first, in his own mind Mr Berkley may have been of the ineligibility of the Kussoor Ghat route, there were nevertheless, in his first report, certain points left in some measure in doubt, and which

required

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required to be cleared up before Government could be expected to give a final decision on the subject. The question now appears to be finally set at rest.

6. Assuming that his conclusions regarding the Kussoor Ghat will be concurred in Mr Berkley makes four recommendations which are supported by the Directors of the Railway Company

1. That Government should be requested to authorise the selection of the Bhore Ghat line for the South Eastern Extension of the Great Indian Peninsula Railway.

2. That the extension from Nawlee to the foot of the Bhore Ghat incline should be staked out, and the works let by Contract as soon as possible.

3. That the subject of a temporary communication between the foot of the Bhore Ghat incline at Padeedhurry to Campoolie, situated at the foot of the present mail road up the Ghat be investigated.—

4. That the line from the summit of the line near Khandalla to Poona should be staked out as soon as the weather will permit and the necessary preparations be made without delay for getting its

Construction

construction by Contract.

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It will be seen that the three last proposals are altogether dependant upon the first.

7. Should Government consider that the result of the past season's examination of the Kussoor Ghat is sufficient to warrant its rejection the question that remains is whether the route by the Bhore Ghat shall be adopted or still further attempts made to find a more eligible one.

8. With the knowledge that has already been obtained of the Bhore Ghat and adjacent country the course of three seasons work and the certainty now that a locomotive line can be obtained upon it, I am at a loss to advise in what direction a more favorable route is to be sought. Between the Kussoor and Bhore Ghats, no spurs offer a prospect of obtaining a tractable incline south of the Bhore Ghat, at least within what can be considered the limit, to which a line, which it is intended shall spread Poona could be carried in the Concan before making the ascent of the Ghats, the whole range as far as I am aware, presents no point so favorable as that at the Bhore Ghat itself. An inspection of the map will shew that the South

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South Eastern Extension of the Railway from Callian via Nasik, if taken by the Bhore Ghat will follow throughout the valley of the Calyana until it commences the ascent of the spur at Peduchoony. It is this fact, that has rendered the line through the Concan, one of such heavy features and of comparatively light works, but the selection of any Ghat south of the Bhore would at once take the line into another river system carrying it across the drainage of the Country. To what extent this would affect the line in its length in the Concan and costliness of the works upon it, it is of course impossible to say until it is ascertained what Ghat might be selected, all that can be said is, that every mile that the line is taken to the Southward of the Bhore Ghat would increase not only the length of the detour but the difficulties of construction.

9. I have already in para 8 & 12 of my report No 4 of the 9th January 1850, and to which I would respectfully beg leave to refer, alluded to the subject of the minute survey of the whole Ghat district. To the Thull and Bhore Ghats alone no less than three seasons have now been devoted and to the Kussoor Ghat two. How far such a system of investigation can be applied to every possible route for other extensions is for

Government

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Government to decide, but see no grounds to recommend that further time should be expended in the vicinity of the Bhore Ghat, with reference to the South Eastern Extension.

10. Should the Right Honble the Governor in Council, therefore on a consideration of the present and former reports be pleased to announce the selection of the Bhore Ghat line for the South Eastern Extension of the Great Indian Peninsula Railway, I would beg to recommend that the other three proposals be sanctioned.

11. As regards the second it is clear that the sooner the works are pushed on from Karel to the foot of the incline, the better. Karel being situated upon no main line of Communication. It is situated at the end of Contract No 5, but was selected as a temporary terminal point, as Government are aware only as being a point Common to the ascent of either the Kussoor or the Bhore Ghat and pending a decision between the two.

The third proposal is, that permission should be granted to investigate the best temporary Communication between the foot of the Ghat incline at Paduadhurry and Campoolie - Paduadhurry is the nearest village to the point at which the Bhore Ghat Incline Commences, and is about 6 miles north

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North of Campoolie, which is the village at the foot of the present Ghat road. It is Evident, that, supposing the line extended from Karel to Paduadhurry, that with such a temporary terminus it would be of little or no public advantage during the period that would elapse before the Ghat incline could be opened for traffic. It is therefore desired to ascertain whether it would be better to connect Paduadhurry with Campoolie by a piece of ordinary road or a temporary line of rail.—

The fourth proposition requires no explanation. I am not aware of any reason why, if Government are pleased to adopt the route by the Bhore Ghat, the works from its crest to Poona should be delayed until the incline is completed. The Railway to Poona might be opened to public traffic within three years, using the present rail road for the ascent of the Ghat, whilst the works on the incline are in progress. The works of the incline would probably occupy from five to six years.—

12. I would beg to bring to notice that the Railway Company do not allude to the present state of their Capital or the time within which they could procure funds

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funds to carry out the works they now ask to be sanctioned.

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Bombay 1st Sept 1854. I have the honor to be Sir Your obt Servt G. H. G. Crawford Major Supg Engr Ry Dept

P.S. It will be noticed that in the four points he recommends for adoption Mr Berkley does not propose to stake out the works of the Bhore Ghat incline Mr Berkley further report on this incline and plans of the operations of the past season upon it have just been received. I am now engaged in examining them, and they will be submitted for the consideration of the Right Honble the Governor in Council in a few days. —

I may mention that the past seasons operations shew a still further improvement of the incline.

G. H. G. Crawford Major Supg Engr Ry Dept

S-389 Great Indian Peninsula Railway Company.

No. 821 of 1854. Offices, Bombay 26th August 1854.

To

C. E. F. Sytler Esquire. Offg Chief Secretary to Government Financial Department (Railway Branch)

Sir,

I am instructed to forward to you for submission to the Right Honble the Governor in Council the accompanying copy of a report dated the 19th instant, from the Chief Resident Engineer upon the subject of the operations which were undertaken last season at the Bhore Ghaut with the view of improving the ascent of the South Eastern Extension of the Railway from the Concan near Padusdhurree in the valley of the Bolassa to the Deccan above Khandalla in the valley of the Indarawnee. —

2. The drawings alluded to in the report are also sent herewith. —

3. Mr. Berkley shows that the objectionable features as regards both gradients and works upon the lower four miles of the Incline of 1852 have been materially

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materially improved, that from Rehoboth to Salt Kloof where the gradients were comparatively easy and the works very light upon the original section the gradients have been steepened and some of the works increased for the sake either of obtaining gradients in the upper portion of the incline which are capable of being worked by Locomotive power or of shortening the Stationary Engine Planes, that from Salt Kloof to the summit near Lanseria the Stationary Engine planes have been avoided and gradients of 1 in 37 & 1 in 30 substituted for it, but at a very great augmentation of the works, and he estimates that the Locomotive gradient incline would cost £ 1114962 more than the line of 1852. He states that considerable improvements may be effected on the Stationary Engine plane line, and suggests as an alternative that the planes 1 in 20 may be shortened by 250 Chains, and the long galleries nearly dispensed with. That he the Engineer stands to his report recommending the Company to incur the extra cost of £ 1114962 for the purpose of adopting the Locomotive gradient incline instead of that with the

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Stationary Engine Planes. That it has occurred to him that by subdividing the Locomotive Incline by means of Stations at two particular spots which would admit of changes in the direction of the line without the necessity of removing much Line Curves the objections in it might be so far mitigated as to render it a more Legible line than that with the Stationary Engine Plane, but as this expedient was not thought of by him until after the objections to the Locomotive gradient line had presented themselves the merits of it have not yet been tested by field work. He therefore recommends that he should be authorised to undertake the necessary operations for doing so directly the weather will allow and to report as soon as possible the result, his opinion being that the same may be completed before the end of the year so that the selection of the incline may be finally determined upon early enough to admit of the staking out of the line being proceeded with during the wet months when it would be impracticable to undertake such work upon the Mount Spurs.

The

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4. That Government may be pleased to sanction them authorising the Chief Resident Engineer to make the further examination he recommends.

I have the honor to be &c
sd/ Thos R. Watt
Secretary
G.I.P. Railway Compy

Account.

To The Committee of Directors
of the Great Indian Peninsula
Railway Company.

Gentlemen

I have the honor to report to you upon the subject of the operations which were undertaken last season at the Bhore Ghaut with the view of improving the ascent of the Eastern Extension of your Railway from the Concan near Paduschurree in the valley of the Kolaar to the Deccan above Khandalla in the valley of the Indraonee.

This work was commenced

2. by Majr Preston, Sanderson, A. A. by West and Bennett on the 2nd January 1854 and completed on the 26th of April.—

The

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3. The objects which I stated in my report of the 11th of September 1852 it was probable that we should be able to effect by a further study of the Bhore Ghaut Incline were the improvement of the lower 4 miles of it from Paduschurree to Athon the Mullee, upon which some of the works were very heavy and the gradients were 1 in 35 for 56 Chains and the substitution of gradients, which would admit of the effective application of Locomotive Engine Power for the Stationary Engine Plane of 1 in 20 and 1 Mile 60 Chains in length between North Ka Doongur and the summit near Doongurlee. To the attainment of these objects our labours have been chiefly directed, and to the latter I have attached the greater importance from the fact of Mr. Stephenson having advised that the Stationary Engine Plane should if possible be avoided even though it were attended with the considerable augmentation of the cost of the works upon that part of the line, which I anticipated.—

(for 3 miles 3 Chains and the 37)

4 The Drawings, copies of which accompany this Report, are.

No 1 Plan of the Incline from the foot

at

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at Padusdhurree to Mhow-ke-Mullee at 34 ½ Miles

No 2 Plan from Mhow ke Mullee at 34 ½ Miles to Nath Khund at 40 ¾ Miles

" 3. Plan of Nath Khund at 40 ¾ Miles to the summit near Lanowlee at 45 Miles 30 Chains.-

" 4. Section from the foot of the Incline at 31 ½ Miles to 35 ½ Miles.-

" 5. Section from 35 ½ Miles to 40 ¾ miles

" 6 Section from 40 ¾ miles to the summit near Lanowlee to 45 Miles 30 Chains.-

" 7 to 9. Cross sections of the ground numbered to correspond with the small red and blue figures upon the Plans and Longitudinal sections.

5. The alternative line represented by the above drawings, commences on the left bank of the river Bolassa nearly at the same spot in the neighbourhood of the village of Padusdhurree as the line of 1852 but the level of rails at the foot of the Incline has been lowered and the course which it pursues across the low ground towards the flat spur has been altered for the purpose of reducing the very heavy works there, and of obtaining a different direction for ascending to Mhow-

ke

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ke-Mullee, that pass which was traversed by the original line and must lie upon any that may be laid out up this flat.

6. The Incline of 1852 ascended from the Bolassa valley up the Northern flank of the flat spur to Mhow-ke-Mullee, but the present line continues in a nearly Southerly direction along the broad foot of the spur, of which it sweeps round the angle at about 34 miles and then rises up its southern flank to the pass, where both of the Inclines converge. The features of the ground upon this new route cannot be described as of a more favorable character, than those upon the original, but the important object of obtaining an easier gradient has been attained by it, in consequence of an increase of 1 Mile in its length between the foot of the incline and the Mhow ke Mullee Pass, and the rate of inclination instead of being 1 in 35 for 3 Miles and 3 Chains is now flattened to. 1 in 50 for 2 Miles and 1 in 40 for 2 Miles

7. In crossing the low ground at the foot of the ascent, the very heavy work upon the previous section has been considerably reduced, for instead of the

Viaduct

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Viaduct 391 yards long and 105 feet in extreme height and the adjoining Embankments amounting together to 338,561. cubic yards, we now find that an Embankment 296,834 Cubic Yards will only be necessary and that the Viaduct may be avoided. Beyond this Embankment, the line leaves the valley altogether and enters upon the slope of the Ghaut Spur and for nearly 2 miles the section presents only some rather extensive Earthwork, but at 33¾ miles the features of the ground become less favorable, and between that point and the 35. mile, four ravines and three projections of the spur are crossed, rendering necessary the use of reverse Curves of 30 Chains radius; and the construction of three tunnels, two of which are short and four very short though rather high Viaducts.

S. From the 35 mile to the Alkhan ke Ambha Pass, the line runs along a benching on the hill side and in crossing the Pass a high Embankment and a Viaduct 34 Yards long are encountered. This portion of the section presents generally rather heavier works than the Corresponding part of that of 1852 but

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but the advantages of flattening the gradient and of reducing the Embankment and Viaduct at the foot of the original incline to so great an extent more than compensate for any extra outlay that might be necessary for the execution of those works, none of which, it may be observed are of a formidable character so that the construction of this portion of the line might, I have no doubt, be completed in a much shorter period than that upon the former Section. These improvements are of a very important nature, and can be effected in the Ghaut ascent, — whatever may be the ultimate decision with respect to the upper portion of the Incline, whether it be laid out with a Stationary Engine Plane or with Locomotive Gradients. Several Curves of 30 Chains radius have been made use of, which must of course be taken as a comparative disadvantage in the new line, but late experience upon some of the steepest Railway inclines in Europe have proved the practicability of efficiently working them with Curves of much sharper radius than the minimum which I have adopted.

At

9. At Albow Ke Mullee Pass notwithstanding the use of flatter gradients below it the level of the rails is raised 15 feet which assists in the substitution of Locomotive Gradients for the Stationary Engine Plane near the summit, while the alteration in the course of the lower part of the line, so changes its direction at the Albow Ke Mullee Pass, as to admit of it being carried round the very angular projection of the Ghaut Spur here and the pass with precisely the same curve, but further northwards and where the surface of the ground is more favorable than before. By this means a great reduction is effected in the extensive works upon this part of the former section, for the Tunnel 609 Yards long and the rock cuttings contemmans with it, and containing 30,000 Cubic Yards are now diminished to two Tunnels only 92 Yards and 302 Yards in length, respectively, and to only 184,738 Cubic Yards of Rock Cutting. If these works should have to be executed upon even their reduced scale, which I expect, will prove unnecessary it would be a subject for practical consideration, whether the tunnelling should not

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not be continued through the middle of the hill instead of the cutting which is shown between the two tunnels upon the present section, but this is not a matter which can have much weight now, because even though the tunnel were thus lengthened, it would still be shorter than it was originally, and would present much greater facilities for the speedy and cheap execution of the work, while a further very large reduction would be made in the quantity of rock cutting. It is in fact a question of economy and full provision has been allowed in the estimate for executing the work either as cutting or tunnelling.-

10. After emerging from the Khunnee tunnel the line enters upon a mural precipice, along which it ascends with moderate works for two miles 30 Chains to Gunnees Nath at 38 miles 30 Chains, but between this point and the 39th mile, it encounters some very rough ground which must find by our more detailed operations and from the higher level of the rails will render necessary more extensive works than were shown upon the original

original Section.

11. From this point the line S-400
ascends the flank of the great flank
spur with some rather heavy Earth-
work for 1¼ Mile to Nath Ka Doongur,
where it enters a tunnel 270 yards long,
corresponding with the tunnel 383 yards
long upon the original Section Passing
out of this tunnel, it crosses the precipi-
tous ravine beneath Nath Ka Doongur
by two viaducts together 121 yards
long and a small quantity of Embank-
ment, and running through a moderate
Cutting beneath the mountain, reaches
the Nath Khund. This point is the
termination of the second portion of
the section and is close to the foot of
the Stationary Engine Plane, and here
the level of the Incline is raised 89 feet
above that of the original Section
by the use of a gradient.—

of 1 in 40 for 5 Miles 10 Chains and
level for 10 Chains.—
instead of 1 in 37 for 52 Chains.—
1 in 45 for 2 Miles 6 Chains
1 in 100 for 17 Chains
1 in 42 for 1 Mile 69 Chains
and level for 10 Chains.—

12. Along the 5¼ Miles of the
line

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line just described some of the works are
undoubtedly heavier and more expen-
sive than those upon the Section of
1862 and the gradient also are steeper
but the steepening of the gradients is
entirely and the augmentation of
the works is in a great measure due
to the important object we have in
view of substituting Locomotive Gradients
for the Stationary Engine Plane in the
upper portion of the Incline.—

13. If it should be eventually
decided to make use of the Stationary
Engine Plane, it would be necessary
to carry out these alterations to the
full extent at which they are now re-
presented, but I am of opinion that
under any circumstances, it would be
advisable to sacrifice some of the fa-
cilities upon the middle portion of the
original Incline, because, if the Sta-
tionary Engine Plane were adopted,
we should be able thereby to shorten
it while if the Locomotive Gradients
were carried out to the Summit, it
would be indispensably necessary to
keep the line up to a much higher
level than before. An arrangement
for subdividing the Giant Incline, which

it

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o it is my intention to explain to you, I may admit of some improvements in this part of the Section between 35½ Miles and 40¾ miles, but I do not expect that it will be very extensive either as regards gradients or the quantity of work.-

14 Between Nath Khind and the summit of the Incline I found it necessary for the purpose of obtaining gradients, which could be worked by Locomotive Power, instead of the long Stationary Engine Plane of 1 in 20 to Clay out the line in an entirely different course, because the distance between Nath Khind and the verge of the main escarpment of the Ghauts upon the line of 1852 being only 1 Mile 70 Chains was too short to admit of the use of a Locomotive gradient, for in that case, the level of Rails notwithstanding its being raised at Nath Khind 89 feet above the corresponding point upon our previous section, would be 151 feet below the Ghaut verge, and the line would have to pass round Khandallah to the summit in one continuous tunnel about 1200 Yards long. It was therefore my object to select

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select a course by which the line might adhere to the Ghaut flank for a greater distance and the high ground at the top of the Ghaut be reached at a point much nearer to the summit than was practicable by the original line, so that the Railway might be laid out with a Locomotive gradient; and a balance of the works above and below the level of rails be maintained within reasonable limits. After a very close examination of the ground it was evident that this could only be effected by keeping for some distance the course of the great ravine below Khandallah and where its direction was no longer suitable by ascending one of the Sub Lakes connected with it to the summit of our Incline. It was also clear that in adopting this route some formidable works would inevitably have to be encountered.-

15. This alternative line passes Nath Khind, the surface of which is so low that the section there shows very heavy works consisting of a Viaduct 226 yards in length, and 95 feet in extreme height and an Embankment containing 395,269 Cubic yards. It then sweeps round

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round the western slope of Shirbee Hill, where a small cutting and another heavy embankment are necessary. Passing through a dip in the Shirbee Hill it crosses the head of the large ravine below the Bhore Ghaut Main Road at Waggi-ke-Nakanee and enters a tunnel 440 yards long through Elphinstone Point, a bold and lofty projection of the Ghaut which it is quite impossible to turn, emerging from this tunnel, the line strikes upon the precipitous escarpment on the Southern margin of the Khandalla ravine and runs along it until it meets with the gorge which lies close to & on the western side of the Travellers Bungalow at Khandalla, where the section shows a Viaduct 174 Yards long and 112 feet in extreme height. The line then enters a tunnel 460 Yards long through the rocky ground behind the Travellers Bungalow, and crossing another gorge over which some arching will also be necessary, it encounters another projection of the high ground through which the section shows a tunnel 400 yards long and a rock cutting containing 128,536 Cubic yards. Beyond this,

the

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the line takes the direction of one of the tributary Nullahs, along which it rises to the Summit at 45 Miles 30 chains near the village of Lanowlee and in consequence of the low level of the rails obtainable by the incline over these two Miles, it keeps throughout in a rock cutting of various depths containing 408790 Cubic yards. The summit of this incline at Lanowlee is 8 feet higher than that of the previous section at Toongurla 16.

The gradients of the 4¾ miles of the Incline just described from Bath Khind to the summit are

1 in 37 for 60 Chains
Level for 10 Chains
1 in 36 for 3 Miles and 60 Chains

instead of by the line of 1852.-

Level for 10 Chains
1 in 20 for 1 Mile 68 Chains
1 in 167 for ——— 43 — " ———
Level for ——— 10 — " ———
1 in 57 for 2 Miles 13 — " ———
1 in 73 — " ——— 48 — " ———

17. Considerable advantage has doubtless been gained by the present line in respect of gradients, but the section shows how greatly the works have been increased in order

to

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rate to obtain this result, for we find upon
the last 4 5/8 Miles of the Incline an in-
crease of 811 yards of tunnelling 428 yards
of Viaducts and a very large increase
in the quantity of Earthwork. It may
be however be observed, that heavy as
the aggregate quantity of the works may
be, yet when they are examined several
do by none of them exceed the magnitude
of similar works upon English Railways
that the large Embankment and Via-
duct over North Klemd are much
less than the Embankment and Viaduct
at the foot of the Incline of 1852 near
Padusdhurree and that the heaviest
Tunnel through Elphinstone Point is
not so long by 169 Yards as the Khumaree
tunnel upon that Section

18. The long rock cutting is
certainly a formidable work and must
if possible be greatly reduced. It presents
also the unfavorable features upon the
longitudinal section of lying below the
level of that Nulla along the course of
which the line is laid out but this ob-
jection is not so serious as it would
appear, for it may in a great measure
be overcome by draining the Cutting
into the large and deeper Nullah

which

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which runs contiguous to it

19. The principal works upon
the Incline are as follows. –

Embankment	No. 1.	296,834	Cubic Yards		
———	" No.	2	214,451	"	———
———	" No.	3	219,278	"	———
———	" No.	4	115,080	"	———
———	" No.	5	178,548	"	———
———	" No.	8	113,937	"	———
———	" No.	11	238,864	"	———
———	" No.	15	146,476	"	———
———	" No.	22	231,877	"	———
———	" No.	23.	101,996	"	———
———	" No.	25	395,269	"	———
———	" No.	26	222,312	"	———
Cutting	No.	39	120,536	"	———
"	No.	41	408,790	"	———

Tunnel at	33.	Miles	65	Chains	154.	Leys
——— "	———	34	— "	—	20	— "	— 356 — "
——— "	———	34	— "	—	45	— "	— 198 — "
——— "	———	35	— "	—	45	— "	— 92 — "
——— "	———	35	— "	—	60	— "	— 302 — "
——— "	———	38	— "	—	45	— "	— 97 — "
——— "	———	40	— "	—	25	— "	— 270 — "
——— "	———	41	— "	—	70	— "	— 440 — "
——— "	———	42	— "	—	70	— "	— 460 — "
——— "	———	43	— "	—	20	— "	— 400 — "

2769. Leys

Viaduct

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Viaduct at 33 Miles 40 Chains 110 Lineal yards.
— " — " 34 — " 10 — " 82 — " — "
— " — " 34 — " 35 — " 61 — " — "
— " — " 34 — " 60 — " 44 — " —
— " — " 35 — " 45 — " 34 — " —
— " — " 38 — " 48 — " 50 — " — "
— " — " 38 — " 55 — " 22 — " — "
— " — " 40 — " 33 — " 63 — " — "
— " — " 40 — " 40 — " 58 — " — "
— " — " 41 — " " — " 220 — " — "
— " — " 42 — " 60 — " 174 — " — "
— " — " 43 — " 10 — " 28 — " — "

952 Lineal Yards.

The Gradients and Curves are as follows

Gradients

Length Miles	Chains	Rate of Inclination
—	2 — 0	1 in 50
—	5 — 5½	1 in 40
—	0 — 10	Level
—	2 — 4½	1 in 40
—	1 — 60	1 in 37
—	0 — 10	Level
—	3 — 60	1 in 30

Curves

Length Miles	Chains	Radius
—	3 — 23	Straight
—	" — 20	120 Chains
—	1 — 77	80 — " —

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— 1 — 58 — 60 Chains —
— 1 — 24 — 40 — " —
— 2 — 28 — 30 — " —

20. The estimate of this Incline is as follows:

Description	Miles	Earthworks	Tunnels Viaducts Bridges and Culverts	Level Crossings	Permanent Fencing	Contingencies	Stations Locomotive &c Pools &c	Total	Amount per Mile
	Miles	£	£	£	£	£	£	£	£
Ghaut Incline to Lamondlee	13⅞	27950	192740	600	79072	56100	28400	633862	45684

The Corresponding Estimate of 1852 stood as follows. —

Ghaut Incline to Toongurlee 13½ 159900 137200 600 76300 56600 53800 483900 35800

21. Thus it appears that the adoption of the locomotive gradient Incline would cost £ 149962 more than the Incline of 1852 after full allowance is made for the saving in the erection of Stationary Engines, Engine house ropes &c

Before

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22. Before however proceeding to give you my opinions upon the comparative merits of this and of the original Line, it will be proper to draw attention to some alterations, which may be effected in the Incline of 1852 with the Stationary Engine Plane.-

23. In the first place the original incline would be improved in the lower 4 miles by flattening the very steep gradients.-

of 1 in 35
and 1 in 37
to 1 in 50
and 1 in 40.-

and by the great reduction in the extent of the Viaduct and Embankment near Padusdhurree and of the Khinnee Tunnel and Cuttings. From Mhow Ke Mullee to Nath Khund the gradients of 1 in 45
1 in 100
1 in 42
and Level
would be steepened to 1 in 40.
and 1 in 45.
and some of the works upon that portion of the Incline be increased

for

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for the purpose of shortening the Stationary Engine Plane of 1 in 20 from 1 Mile 68 Chains to 1½ Mile. The galleries upon the Section of 1852, 2128 yards long would not find from a more detailed study of the ground be altogether avoided. The tunnel under the Bhore Ghaut Road would be lengthened.-

24. By this line the work at Nath Khund and from thence to the summit would be very light as compared with those upon the Locomotive Gradient Incline. The large Embankment and Viaduct at Nath Khund would be avoided and in consequence of the important reduction that has been effected in the similar extensive works that were shown upon the Section of 1852 at Padusdhurree, the tunnel at Mhow Ke Mullee would become the heaviest work upon this incline and as that is now considerably less than it was before, the time required for its construction would be materially shortened. Attaching due weight to all those improvements that are capable of being made upon the Stationary Engine Plane Line of

1854

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1841 and to those advantages which it really presents as compared with the Locomotive gradient Incline, I should have no hesitation in conveying to you my opinion that it would not be advisable to incur the extra outlay of £ 144,962 for the purpose of substituting a gradient of 1 in 37 and 1 in 36 between Bath Kloof and the summit for the Stationary Engine Plane of 1 in 20 for 1½ Mile and the other comparatively easy gradients upon the original Line. But before I can venture to come to this conclusion it will be advisable to investigate more fully the capabilities that exist for mitigating or removing some of the objections that are found upon the present Section of the Locomotive gradient Line.-

25. These chiefly consist in the steepness of the gradients and of the heavy and expensive works upon the upper 5 Miles of the Incline particularly the large Embankment and Viaduct at Bath Kloof, the great extent of tunnelling and the long rock cutting near the summit

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summit.-

26. These objectionable features I expect it will be practicable to improve to a very great degree by the adoption of a plan of subdividing the Incline by means of stations, which was suggested to my mind by the advice of Mr Stephenson that short lengths of Level Line should be designed at intervals along the Incline for the purpose of stopping the Trains and supplying the Engines with water. These pieces of Level Line are now provided at the 38½ Mile and the 41½ Mile, but I think it will be found of greater advantage to make instead of them, two stations at other points upon the Incline, which would of course fully serve the same purpose as the level pieces and what is really of great importance would enable us to change the direction of the Line either by the use of a very sharp Curve at the Station or by sidings out of which by means of Points and crossings the line might strike off in the required direction. These Stations may be so designed that the

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the approach to them from the summit may be made by a short rising Incline so as to facilitate both the stoppage of the descending Trains and the starting of the ascending Trains -

27. Upon the Bhore Ghaut Incline there are two places conveniently situated for subdividing the Incline and for effecting considerable improvements in the Incline as regards both the gradients and the works -

28. These points are at Mhow-ke-Mullee and near the Bhore Ghaut Mail Road to the South west of the Shelbee Hill, where the Incline might I think be divided into three sections of convenient lengths and capable of being worked either continuously or separately -

29. If a station were fixed at Mhow-ke-Mullee the line instead of curving to the right hand through the hill and encountering the tunnels and cuttings there would curve to the left along the hill towards its point as near to which as practicable, the station should be placed and from that station the line would strike off in such a

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a direction as would carry it along the Eastern flank of the Mhow-ke-Mullee hill. The effect of this would be to flatten the gradients to some small extent, and to reduce materially both the embankment and Viaduct over the Mhow-ke-Mullee Khud, and the adjoining Tunnels and rock cuttings -

30. The second station which I contemplate, establishing upon the Incline would stand at some distance from the course of the present line, which instead of turning at the 41 5/8 Mile through the dip in the Shelbee hill would be projected along the western flank of it, and the adjoining ones towards the Bhore Ghaut Mail Road near which a convenient site may I believe be selected for the station -

31. By this arrangement the line would be considerably lengthened the level of rails would be very much lower along Nath Khud and thus the heavy works shown there upon the present section would be reduced. The gradient might also be flattened between Mhow-ke-Mullee

and

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and Nath Khind and thence to the proposed station where the corresponding gradients on the present line is 1 in 37 and partly 1 in 36 but the most important advantages which we may hope to attain by this subdivision of the Incline would lie in the upper portion of it between the proposed station and the summit at Lonavlee where our section presents such a formidable array of works and where the gradient is 1 in 36.-

32. By establishing this station the direction of the line might I think be altered to the requisite extent without the necessity of keeping to the main line curve of minimum radius, which has hitherto been fixed at 30 chains and the line between the summit and Nath Khind be much lengthened which would have the effect not only of flattening the gradient but also of very greatly reducing the magnitude of some of the works as I shall endeavour to show you.-

33. The necessary field work for accurately representing the proposed

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proposed alteration has not yet been done, I must therefore confine myself on the present occasion to a description of it. The Course of the line from the summit to Elphinstone Point would remain very much the same as at present but beyond that instead of striking to the right across the ravine through Shrubs Hill to Nath Khind, it would turn to the left and descend very closely in the direction of the Mail Road to the proposed station.- I cannot now say to what extent this portion of the line might thus be increased but it would undoubtedly be considerable and the gradient would be flattened proportionally.-

34. The effect upon the works of thus lengthening the line would be to raise the level of the summit which together with the flattening of the gradient would very much reduce the long rock Cutting No 41 and do away almost entirely with the work that would otherwise be necessary for the lateral drainage of it into contiguous Nullah.-

35. The Tunnel on the East of the Travellers Bungalow would rather

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neither be avoided or reduced to an unimportant length and the rock cutting No 39 be very much lessened. The Tunnel of 460 yards behind the Travellers Bungalow at Khandalla would be made much shorter and by slightly altering the line there the arching over the two ravines at 42 Miles 50 Chains and 43 Miles 5 Chains might be kept nearly within their present limits.-

36. The Tunnel through Elphinstone Point would probably remain much the same as upon our present Section. The works below this, I am not prepared to describe - although from my knowledge of the ground I am disposed to think they would not be very extensive

37. It is probable that at Elphinstone Point a Curve of sharper radius than 30 Chains would have to be used but the line having been lengthened the gradient might be so flattened along the Curve as to render it as capable of being worked as efficiently as any portion of the Incline.-

38. If this alteration can be carried out the weighty objections on

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on the score of expense and the steepness of the gradient of the upper portion of the Incline might be greatly mitigated and there would be no question as to the superiority of the new line with Locomotive gradients over the original line with the stationary Engine Plane of 1 in 20 and I recommend that before the selection of the line to be staked out for construction is finally decided upon I should be authorized to make an accurate study of the proposed subdivision of the Incline by means of two Stations and of the alterations to be effected by it. These operations would I think occupy about a month or six weeks upon the ground immediately after which, the drawings and report might be prepared and sent in, and the question be submitted for decision by the end of the year, so that the staking out of the Incline might be proceeded with during that portion of next working season, when it would be practicable to undertake such work along the Ghaut span. It has been absolutely necessary to enter into so much practical detail concerning the Inclines which form

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form the subject of this Report. that it will be convenient for me now to recapitulate in a condensed form the results and recommendations which I have already brought to your notice.-

39. The objectionable features as regards both gradients and works upon the lower 4 miles of the Incline of 1862 have been materially improved

40. From Mhow to Nath Khund where the gradients were comparatively easy and the works very light upon the original Section the gradients have been steepened, and some of the works increased for the sake either of obtaining gradient in the upper portion of the Incline which are capable of being worked by Locomotive power or of shortening the Stationary Engine Plane.-

41. From Nath Khund to the summit near Kanowlee, the Stationary Engine Plane has been avoided and gradients of 1 in 37 and of 1 in 36 have been substituted for it. This has been attended with a very great augmentation of the works and the Locomotive gradient Incline is estimated to

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to cost £ 114962 more than the line of 1852.

42. Considerable improvements may be effected in the Stationary Engine Plane line, for instance the Plane 1 in 20 may be shortened by 28 Chains and the long Galleries may be nearly dispensed with.-

43. As the comparison thus stands I could not recommend you to incur the extra cost of £ 114962 for the purpose of adopting the Locomotive Gradient Incline instead of that with the Stationary Engine Plane.-

44. By subdividing the Locomotive Incline by means of Stations at two particular spots which would admit of changes in the direction of the line without the necessity of using main line Curves the objections in it might be so far mitigated as to render it a more eligible line than that with the Stationary Engine Plane, but as this expedient only occurred long subsequently after the objections to the Locomotive gradient line had presented themselves the merits of it have not yet been tested by field work I recommend that I should be authorised to undertake the necessary operations for

for doing so directly the weather will allow, and to report to you upon the subject as soon as possible.

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46. I am of opinion that these may be completed before the end of the year so that the selection of the Incline may be finally determined upon early enough to admit of the staking out of the line being proceeded with during those months when it would be practicable to undertake such work upon the ground.

46. I recommend that the opinion of the Consulting Engineer upon the proposed subdivision of the Incline into three parts by means of two stations should be taken. —

47. The improvements that may be attained by the further investigation which I have now proposed are so important as to more than compensate for the short delay which must occur in making it. —

I have the honor to be Sir.
Your
19 Augt. 1852. obt. Servt.
/s/ James J Berkley

/ True Copy /
/s/ J. R. Watt
Secretary. —

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No 210 of 1852
Financial Department
/ Railway Branch /

To,
H. E. Goldsmid Esqre
Offg Secy to Government

Sir,

The Report by Mr Berkley on the Bhore Ghat which is now submitted with Railway Company's Letter No 831, of the 26th August, relates, it will be seen, to the operations of last season undertaken with a view to the further improvement of the ascent of that Ghat.

2. The result of these operations shews that a Locomotive line through out is to be obtained.

3. Mr Berkley however, would still appear to be in favor of the Stationary Engine Incline unless he finds that a plan, which has suggested itself to him, can be applied to the still further improvement, both of works and expense of the locomotive incline now laid out. It will be seen that it is not any superior mechanical

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cal efficiency that weighs with him, but the great difference of expense of the two plans which he estimates, as the case at present stands, at no less than £ 144962 in favor of the Stationary Engine Incline. Even with the opinion of Mr. Stephenson that the Stationary Engine Plane should, if possible, be avoided though doing so were attended with considerable augmentation of the cost of the works, still Mr. Berkley in his 43rd para writes "as "the Comparison thus stands, I could "not recommend you to incur the "extra cost of £ 144962 for the purpose "of adopting the locomotive gradient "incline instead of that with the "Stationary Engine plane."-

4. The subject is one no doubt of very great importance but however anxious Mr. Berkley may be to save in the first cost of the works of the Sheat, there are so many objections to the plan of a stationary Engine incline, that I trust they will be allowed their full weight in the decision of the question, and that it may not be decided on economical considerations alone, the

economy

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economy possibly being more apparent than real.

5. As far as I can ascertain Stationary Engine inclines have been superseded by locomotive gradients in almost every case, in which the former had been in the first instance established, either with a view to immediate economy, or the surmounting of difficulties, which in the then state of knowledge of the capabilities of locomotive power, it was thought impossible to accomplish by other means.-

6. The expense and difficulties attending the maintenance of the Stationary Engines and their necessary appurtenances of ropes &c. required for the purpose of hauling up or letting down trains on the incline, were found to be far greater than was at first anticipated; and with respect to the rope in particular to say nothing of its first cost, it seems always to have been a source of anxiety, from its liability to sudden breakage; and the trouble and delay caused by the necessity for frequent repairs. Expenses and

difficulties

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difficulties of this nature would be rather increased than diminished in this Country.-

7. It is, therefore, far from improbable that, after a short experience of the Stationary Engine incline, it might be deemed advisable to resort to a locomotive one, and in such case, the works of the former would be totally thrown away, for in no wise could they or any portion of them be made available for the latter.-

8. The various modifications of the incline of 1852 which have resulted from the past seasons operations, are given in such complete detail in the report and accompanying plans that there is no necessity for my recapitulating them. But from the large scale adopted in these plans for the purpose of marking details little more than the ground immediately adjacent to the line can be shown, and they are thus of but little use to those who do not possess minute local knowledge of the district. It would therefore afford Government a much clearer

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view of the various operations on this plan, if the Railway Company would now furnish a general plan on a reduced scale, so as to bring the whole plan upon within the limits of a large sheet, and to show the various lines that have been laid out upon it. This plan should embrace the whole incline from Padiadhurra at its foot to Lanowlie at the summit.-

9. The subject of para 44 of Mr Barkley's Report alluding to the plan which he suggests for further improving the locomotive incline, may possibly require a little explanation, which I now beg to offer.-

10. Mr Barkley thinks that, in two points of the ascent, the ground offers facilities for changing the direction of the line by establishing stations there, and making use of either very sharp Curves, or by sidings and points by which the line might strike off in the required direction. Should the ground admit of the adoption of this plan, I should myself prefer the use of the sidings and points to the sharp Curves

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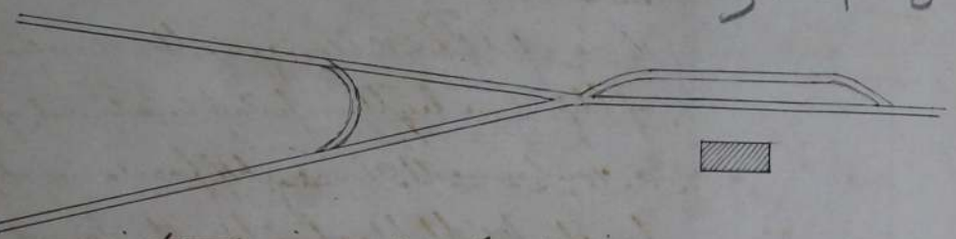

supposing that instead of passing round the Curve here shewn, the train continued on to the straight portion and there pulled up. The Engine which drew the train to this Point would then be detached, and passing round by the siding, and being reversed on a turntable, would hook on to the other end of the train, and so proceed onwards to the next Station, where a similar operation would be performed. The train at each Station would thus be reversed although the Engine from being shifted would always be in its proper position, and drawing, but never pushing the train. -

11. This plan would break the incline into three portions of probably little more than four miles each, and would check the tendency to accidents, during an otherwise continued long descent, from the absolute necessity of coming to a stop at three points

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points

12 The changing the direction of the line by this plan instead of by a continued curve, affords an opportunity by the extra length gained, of forming also something in the level, and it is thus that in the subdivision at the top of the flat, it is expected that so much may be gained, as to throw the line nearly, if not altogether, out of a heavy rock cutting, which is a costly and objectionable feature on the line, as at present laid out. -

13 These stations will also afford residence at short intervals for those having the charge of the maintenance of the flat works, which most certainly will call for a more minute and vigilant inspection than might be considered absolutely necessary in the ordinary portion of the line. -

14. Permission is now sought to carry out the necessary examination relative to the above plan. - I have already stated in para: 8 of my letter No: 204 of the 6. instant that I

am

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am at a loss to advise in what di-
rection a more eligible route for
the South Eastern Extension is to
be sought than that now proposed
by the Bhore Ghat; and should
Government be of opinion, that
a sufficient examination has been
made of this district generally; and,
with the result of these several seasons
operations before them, be pleased
to adopt the Bhore Ghat incline, I
would under such circumstances, res
pectfully beg to recommend that per
mission should be granted to proceed
with the operations necessary to
decide the question as to the practi
bility and advantage of breaking up
the Incline into three sections as sug-
gested. These operations would not
materially delay the setting out
of the works of the general incline.
It is believed that the whole may
be ready to be placed before Govern
ment by the close of the year. —

I have the honor to be
Sir
Your most obedt Servt
Jas. Crawford
Major
Supdg Engineer
Railway Depart.

13th Septr
1852

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Minute by the Right Honble the Governor dated 7th October 1852.

1. There are now before the Board Mr Berkley's Reports upon the further examination of the Nuxsoor and Bhore Ghats made during the past season. —

2. From former proceedings it will be seen that the question by which pass the Railway to Poonah and Madras was to ascend to the level of the Deccan table land, lay practically between these two Ghats. —

3. The result of the closer examination of the Nuxsoor Ghat, which was ordered in February last, is conclusive against that route. A single glance at the sections now sent in, is enough to satisfy one of its unfavorable, not to say, its impracticable character. —

4. We must therefore of necessity fall back upon the Bhore Ghat.

5. Upon this pass Mr Berkley has succeeded in laying out a practicable, though still a very steep and difficult, locomotive incline, at an increased expense over the former fixed engine one of £144.962. —

6 The total length of this incline from Paduscherry at the foot of the Ghat to Lanowlee at the summit is 13 miles & seven eighths. Its gradients are 1 in 36 for 3/4 miles. 1 in 37 for 3/4 of a mile. 1 in 40 for 7/8 miles 1 in 50 for 2 miles and

for

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for a quarter of a mile it is level. and for upwards of 5 ¼ miles its curves S-432
are of 30 Chains radius.—

7. Mr Berkley hesitates in its present state, to recommend this line in preference to the former one. but from his Report it is evident that he does not contemplate either of these lines being constructed as originally laid out.— The Gateway Engineline he tells us admits of considerable paras. 22 & 24
improvements. the steep gradients to be surmounted by locomotive Engines in the lower part of this line maybe reduced from 1 in 36 and 1 in 37 to 1 in 40 and 1 in 50. The plane of 1 in 20 to be worked by a fixed Engine may be shortened from 1 mile and 68 Chains to ¼ mile considerable reduction in the expense and labor of constructing this line might likewise be effected. on the other hand he appears to have hit upon a plan for lengthening the locomotive inclines, and dividing it into three sec-tions by making two halting places or stations, where the Engines can take in water, and where the direction of Para 26.
the line would be changed. he thinks that by adopting this plan some of the most objectionable features of the locomotive line may at all events be mitigated, while the cost of con-struction would in all probability be at the same time greatly diminished.

8. It is evident that before we

5-433 can come to any conclusion as to the comparative merits of these two inclines, the improvements which have suggested themselves to Mr. Berkley on the Locomotive line must be tested by actual surveys - these he tells us will probably be com-pleted before the end of the present year. I can have no hesitation therefore in supporting Mr Berkley's proposal recommended by the Railway Committee and by Major Crawford that these surveys be proceeded with as soon as the state of the weather will permit. A general plan of the Ghaut upon a reduced scale so as to show the different lines which have been laid out upon it should at the same time be prepared as suggested Para. 8.
by Major Crawford. this will greatly assist us in making the comparison.

9. I may here state that my own impression on the subject of fixed Engine inclines is entirely in accordance with the views expressed by Major Crawford in the 4th to the 7th paragraphs of his letter of the 13th ultimo. nevertheless it cannot be denied that the gradients and curves upon the locomotive inclines now before us are very objectionable, and that possibly the difference be-tween the future expense of working this line, and one with a mile and a half of a Gateway Engine plane of 1 in 20 may not be worth the ad-ditional first cost of £144.962.

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10. It only remains for me to notice the three other recommendations contained in Mr Berkley's Report on the Traverse that. — S-434

1. That the extension from Karli to the foot of the Ghore Ghat Incline should be staked out and the works let by contract as soon as possible. —

I have no hesitation in expressing my entire concurrence in this recommendation

11. 2nd That the subject of a temporary communication from the foot of the Ghore Ghat incline at Paduedhurry to Campoolie, at the foot of the present Kampike road up the Ghat be investigated, with reference to this proposal I would suggest that a road might perhaps be made from Paduedhurry to the spot where the turnpike road crosses the deep ravine up the side of which it is proposed to carry the railway, and where it was first intended that the Railroad / the fixed Engine line / should pass underneath the turnpike road by a tunnel — a road made up this ravine would nearly follow the line of the railroad. and would no doubt be very useful in many ways connected with its construction. it would be shorter than a road via Campoolie. and even if it were as steep

as

S-435

as steep as the ascent from that place to Khandalla which I do not think it would be, it would at all events save travellers the inconvenience of a double change of conveyance. for at present they are obliged to leave their Carriages and to be carried up or down the Ghats in Palanquins. much additional loss of time must ensue if they have to travel from Paduedhurry to Campoolie in carriages and from that place to Khandalla in palanquins. If this line should prove to be very difficult of construction, the Railway might perhaps be converted from Paduedhurry to Campoolie.

12. Mr Berkley's last recommendation is that, the line from the summit of the Incline near Khandalla to Poona should be staked out as soon as the weather will permit and the necessary preparations made for having it constructed by contract.

13. In this recommendation I heartily fully concur — long before these necessary preparations can be made. I hope that we shall have been able to come to a decision as to which of the two lines, the locomotive incline or the Stationary Engine plane shall be adopted and I sincerely trust that the work will at once be vigorously prosecuted both above and below the

Ghats

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Minute of my predecessor may be opened upon such a point. I should suggest that the works should not be stopped Down, but that every effort should be made to carry the line forward to the point where it is to join the Madras Railway. I venture humbly to think that if instead of sending explorers parties in various directions, the Great Indian Peninsula Railway Company were to concentrate their Capital and Engineering Strength upon this single line, the result would be at least as profitable to their shareholders, and infinitely more to the Country at large.—

Octr 9th 1854 [Signed] Elphinstone

Minute by the Hon'ble Mr Lumsden dated 9th Octr 1854.

The above remarks by the Right Honble the President leave me nothing to add but to express my entire concurrence in them.—

2. The suggestion in para 11. of this Minute, if found to be practicable, would be a great improvement on the proposal to form a temporary line of communication connecting the foot of the Bhore Ghat Incline at Damadhum with Kampoolie at the foot of the present mail road down the Ghat.

Looking

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to the time which these preliminary surveys have occupied and the slow average progress of the works hitherto, the great object would seem now to be to push them on towards completion as fast as possible, as authorised by the 6th & 7th paras of the Honble Court's Despatch, No 15, of the 26th July 1854.

9 Octr 1854. [Signed] J. G. Lumsden

1795

No 352 of 1854.

Financial Department,
Railway Branch.

To,
J. R. Walter, Esquire,
Secy. G. I. P. Railway Company.

Sir,

The Right Honble the Governor in Council having had under consideration your letters Nos 788 and 831 dated respectively the 16th and 26th August last, forwarding the report by Mr Berkley on the further examination of the Kundeen and Bhore Ghats, made during the past season, I am directed to convey to you the following as the views of Government on the whole subject.—

2. Former proceedings have shewn that the question, by which pass

the

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the Railway to Poona and Madras was to ascend to the level of the Deccan table land lay waste. S-438 calls between those two points the results of the last season's closer examination of the Traverse that his Lordship considers as conclusive against that route and that of necessity recourse must now be had to the Bhore Ghat.—

3. Upon this pass Mr Berkley has succeeded in laying out a practicable, though still a very steep and difficult Locomotive Incline, at an increased expence over the former fixed engine one of £144962. It appears however that Mr Berkley considers both inclines as still susceptible of improvement. In the stationary engine Incline, by a Reduction of the steep gradients to be surmounted by locomotives in the lower part of the line, whilst the plane of 1 in 20 to be worked by the fixed engine may be shortened. In the locomotive line by the adoption of a plan which has suggested itself to him of dividing it into three sections by making two halting places or stations by which the line would be somewhat lengthened, and its direction changed. By this he hopes that some of the most objectionable features of the present locomotive line may be mitigated whilst the cost of construction would in all probability be diminished

It

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4. It is evident that no conclusion can be come to on the relative merits of these Inclines until these improvements suggested during the last season have been tested by actual survey. His Lordship in Council therefore authorises the Railway Company to proceed with the surveys as soon as the season will permit, and requests that a general plan of the Ghat on a small scale may be prepared shewing the different lines and routes that have been laid out upon it.

5. In the mean time His Lordship in Council concurs in the recommendation that the extension from Nasik to the foot of the Bhore Ghat Incline should be staked out and the works let by contract as soon as possible, and authorises the necessary measures being taken forthwith

6. The next subject is the opening of a temporary communication from the foot of the Bhore Ghat incline at Padushahy to Campoolie at the foot of the present turnpike road up the Ghat.— With reference to this I am directed to suggest to the Committee of Directors that a road might perhaps be made from Padushahy to the spot where the turnpike road crosses the deep ravine on the side of which it is proposed to carry the Railway, and where it was first intended that the railroad / the fixed engine line / should pass underneath the turnpike road by a tunnel.—

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A road made up this ravine, would, his Lordship in Council supposes, nearly follow the line of the Railroad and would no doubt be very useful in many ways connected with its construction. it would be shorter than a road via Campoolie, and even if it were as steep as the ascents from that place to Khandalla which it probably would not be, it would at all events save travellers the inconvenience of a double change of conveyance. for, at present, they are obliged to leave their Carriages and be carried up and down the Ghat in palanquins. much additional loss of time must ensue, if they have to travel from Paduschung to Campoolie in Carriages and from that place to Khandalla in palanquins. Should this suggested line prove to be very difficult of construction his Lordship in Council considers that it would be preferable to continue the Railway from Paduschung to Campoolie rather than to construct an ordinary road as by this means the necessity of more than one change of conveyance would be obviated.—

7. His Lordship in Council fully concurs in the last recommendation that the line from the summit of the incline near Khandalla to Poona should be staked out and preparations made for letting the work by contract.— The Committee of Direction are therefore authorised to take the necessary measures at once.—

Government

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8. Government hope that before these preparations are completed, circumstances will admit of a decision being come to, as to which of the two lines, the locomotive incline or stationary Engine plane, shall be adopted, and they trust that the work will at once be vigorously prosecuted both above and below the Ghats. His Lordship in Council desires me to suggest that the works should not stop at Poona, but that every effort should be made to carry the line forward to the point where it is to join the Madras Railway.—

9. The Railway Company will of course take the necessary steps through their London Board in communication with the Honble Court of Directors, for providing the Capital requisite for proceeding with the operations now sanctioned.—

Bombay Castle, 12th October 1854.

I have the honor to be &c.
(Signed) C. F. Lytler,
Offg Secy to Govt.

1296

No. 355 of 1854.

Financial Department,
(Railway Branch).

From, C. F. Lytler, Esqre,
Offg Secy to the Govt of Bombay.

To, C. Allen, Esqre,
Offg Secy to the Govt of India.
Home Department.

Dated 12th October 1854.

Sir,

With reference to the correspondence ending

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ending with your letter of 10th March last, No 274, I have been instructed to forward herewith, to be placed before the Most Noble the Governor General in Council, copy of two letters from the Secretary Great Indian Peninsula Railway Company No. 788 and 831, dated respectively the 15th and 26th August last, with the Reports and drawings thereon referred to, relative to recent operations on the Bhore and Kussoor Ghats. These papers are accompanied by two + Reports by Major Crawford, the Superintending Engineer, Railway Department.-

+ No. 204 dated 6 Sept. 1854
No 210 dated 13th Do —

2. I am also directed to enclose copy of a Minute* by the Right Honble the Governor, and of one* by the Honble Mr Lumsden on the above Papers, and to state, that instructions, in accordance with those Minutes, have been communicated to the Railway Company with a request that the necessary measures for carrying out the works authorised may be taken forthwith.-

* dated 7th Octr 1854
* dated 9th October

I have the honor to be, Sir,
Your most obedient Servant,
(Sd) C. E. Fyfer,
Offg Secy to Government.

Bombay Castle,
12th Octr. 1854.

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Railway Department

Despatch

to

Honorable Court

No. 27 A

Dated 14th October

1854.

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No. 276 of 1854.

Territorial Department,
Finance.
(Railway Branch.)

To

The Hon'ble the COURT OF DIRECTORS

For Affairs of the Hon'ble East India Company,

LONDON.

Dated Bombay, 11th *October* 1854.

Hon'ble Sirs,

Railways.
Great Indian Peninsula Railway Company, Affairs of.
+ No. 970 of 1854.

We have the honor to — annex copy of a letter+ and its enclosures as well as of our reply, relative to an application for an increase of salary to Mr. Roche, the Locomotive Superintendent and Traffic Manager of the Great Indian Peninsula Railway Company.—

2. We trust our recommendation in behalf of Mr. Roche will have the support of your Honorable Court. We are required to exercise responsibility with a view of ensuring the proper and honest management of the Company's affairs, and we should much regret to lose Mr.

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Mr Roche's services so soon after the line has been opened.-

3. Moreover, his management of the Railway subordinates as well as treatment of the Public is so judicious, that we consider a change of management at the very time a further extent of line is to be opened would be prejudicial to the interests of the Company.-

We have the honor to be, Sir, Your obedient servants, Bombay Castle, 14th October 1854.

Signed J. Elphinstone.-
J. G. Lumsden.-

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List of accompaniments to Letter to the Honble Court No 27 G dated 14th October 1854.

Establishment Locomotive and Traffic Department

1297 From Secretary Railway Company No 970 dated 3d October 1854 with accompaniments

1298 Government Resolution dated 7th October Communicates under No 350.

1299 To Secretary Railway Company

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S. 450

S. 451

Great Indean Peninsula Railway Company
Offices Bombay
3rd October 1854

No. 970 of 1854

To H. E. Goldsmid Esquire
Offg. Chief Secy to Government
Financial Department
(Railway Branch)

Sir

The Committee of Directors desire me to forward to you for submission to the Right Honble the Governor in Council, the enclosed copy of a letter dated the 23rd Ultimo from M. Roche the Locomotive Superintendent and Traffic Manager, giving notice of his intention to leave the Service on the 31st March 1855 in consequence of the insufficiency of his salary, also the accompanying extract from the minutes of their proceedings on the occasion of the letter being taken into consideration.—

The Committee hope that Government may be pleased to support the proposition to the Home authorities to advance M. Roche's pay, the only means remaining to prevent the Company sustaining so serious a loss as that of M. Roche's services.—

I have the honor to be &c.
by Thos. R. Watt
Secretary

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Bombay September 23rd 1854

To

The Bombay Committee of Directors.

Gentlemen.

I beg to inform you that in consequence of my salary being insufficient to remunerate me for the responsible duties connected with the situation that I hold on your line, it is my intention to terminate my present engagement in your service on the 31st March 1855.

Having on two occasions during last year addressed you with reference to my position and salary, I am unwilling to trespass on your time at present by any lengthened statements on these matters but as I am anxious to show that my continued dissatisfaction with regard to my salary, has not been unreasonable, I will with your permission offer a few remarks on that subject.

If my original salary had been proportioned to the amount of responsibility and exertion, that my duties in your service since my arrival here obliged me to incur my continued applications for increased salary would have been unreasonable, and my present dissatisfaction, especially so, after the increase that I received at the commencement of this year, but

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but I submit that my original salary was little more than one half of what was due to my responsible position on your line if either the salaries and responsibilities of the bulk of your other Officers were taken as a standard or the usual amount of Indian Salaries for situations of equal responsibility, were.

I am now fully sensible after more than two years experience of my situation and of this Country not only that my original salary which was decided upon at a time when no person could determine what the nature or extent of responsibility attendant on my situation might prove / was totally insufficient to remunerate me, but that my present increased salary is also quite insufficient for that purpose, and it is under these convictions that I am compelled to terminate my engagement.

In conclusion I beg to express my sincere thanks for the kind support that I have always received from you, and to express a hope that at the termination of the term of my engagement my conduct in the discharge of my duties may be considered worthy of your approbation and that of the Lords of the Board.

I have the honor to be &c

D. M. Roche

True Copy
By Thos R Nash
Secretary.

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Extract from the Minutes of proceedings of the Committee of Directors of the Great Indian Peninsula Railway Company at a Meeting held Monday 2nd October 1854.—

Read letter of the 23rd Ultimo from Wm D. M. Roche giving notice that it is his intention to terminate his present engagement as Locomotive Superintendent and Traffic Manager on the 31st March 1855 in consequence of his salary being insufficient to remunerate him for the responsible duties connected with the situation.—

Resolved, that the Committee receive with great regret the intimation of the intention of Mr. Roche to terminate his engagement with the Company on account of the insufficiency of his Salary.

The Committee have on several occasions brought to the notice of the London Board their view of the utter inadequacy of the salary of the Locomotive Superintendent and Traffic Manager in relation to local circumstances and to the reasonable needs and expectations of a gentleman possessing the qualifications which the position and responsibilities of his Office demand, and both the Committee and

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and the local Government have expressed in the strongest terms their sense of the ability and active care with which Mr Roche has fulfilled the duties of his Office.

The salaries of the other heads of Departments and the recent classification of and increase to the salaries of the Engineering staff render the inadequacy of that of the Locomotive Superintendent and Traffic Manager still more marked and striking. For instance the salary of the Chief Engineer is Rs 1500. and that of the Secretary Rs 900. while the Locomotive Superintendent and Traffic Manager receives only Rs 700. Of the subordinate Engineers one receives Rupees 1100, one Rupees 800 and five of the first class, Rupees 650 each and as these last have prospects of promotion to higher grades and are generally resident in the Country where their expenses are much less than in Bombay it cannot be disputed that they are all of them much better paid than Mr Roche the head of two very responsible and important departments.

Mr Roche has had many difficulties to contend with in the commencement of a new undertaking like that of a Railway in this Country, and he has met with success

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successfully overcome them and con-
-ducted all his duties to the great
satisfaction not only of the Committee
but it is believed of the Government
and also of the Public in general
The Committee have ascertained that
Mr Roche will renew his engagement
with the Company for a salary of Rupees
900 per month and they therefore most
strongly recommend to the London Board
to increase the salary of the Locomotive
Superintendent and Traffic manager
to this amount and thus prevent the loss
of his valuable services —

/ True Extract /
By Thos R Watt
Secretary

1298

Resolved that the following letter
be addressed to the Railway Company.

7th October 1854 By Elphinstone

No

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No 330 of 1854

Financial Department
(Railway Branch)

To.

The Secretary G I P
Railway Company

Sir,

I am directed by
Government to acknowledge the
receipt of your letter of the 3d
Instant, No 970 with its accom-
-paniments and to inform you
that His Lordship in Council
will warmly support your recom
-mendation that Mr Roche's
salary be increased to Rupees 900.

Government consider that
the retention of Mr Roches services
is of importance to the interests of
the Railway Company and the con-
-venience of the Public. —

Bombay Castle
7th October 1854

I have the honor to be &c
By R L Goldsmid
Offg Chief Secy to
Government.

No
M V

456.

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