7TH FEBRUARY 1890, No. 198 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., dated 8th January 1890, No. 11 R., Public Works.

From the Consulting Engineer for Railways, dated Madras, 20th December 1889, No. 521.

Letter from the Agent and Manager, Madras Railway Company, dated 22nd October 1889, No. 6620/1177.

Submitted to Government for transmission to the Government of India.

2. The Agent and Manager, Madras Railway, submits a revised estimate for the new bridge of 15-131 feet spans over the Pápaghni river, amounting to Rs. 12,40,819, chargeable in the proportion of Rs. 9,87,142 to Capital and Rs. 2,53,677 to Revenue, and exceeding the original estimate by Rs. 54,396.

3. The original estimate amounted to Rs. 11,86,423, of which Rs. 9,32,746 were debitable against cash and Rs. 2,53,676 against Revenue. Under the divisions of cash and stores the two estimates compare as under :—

	Cash.	Stores.	Total.
	RS.	RS.	RS.
Original estimate	3,12,174	8,74,249	11,86,423
Revised estimate	5,21,593	7,19,226	12,40,819
Difference ...	2,09,419	1,55,023	54,396

4. It is explained by the Chief Engineer that the revised estimate is based on the cost of the Pennér and Chitrávati bridges. The two estimates in consequence cannot be compared item against item, but a comparison can be instituted between the main heads of the work, and this has been done in the accompanying abstract statement.

5. It will be noticed that there is a large saving under iron-work, more than counterbalanced by large excesses under masonry, sinking, temporary buildings and sidings and plant. As in the cases of the Pennér and Chitrávati no provision was made in the original estimate for accommodating the staff and labor employed on the work and for the construction of temporary sidings.

ENCLOSURE.

ABSTRACT Statement showing the increase and decrease over the original estimate of the Pápaghni Bridge.

Head of charge.	INCREASE.		DECREASE.	
	Cash.	Stores.	Cash.	Stores.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Earthwork	..	..	237 14 0	..
Sinking and masonry	48,855 8 0	19,686 12 0	..	..
Iron-work	66,372 0 0	..	..	1,79,172 0 0
Teakwood	..	3,556 0 0	..	..
Temporary sidings, Buildings establishment ..	67,097 0 0	..	..	..
Plant and contingencies	26,609 6 0	2,406 4 0	..	..
Total ..	2,08,933 14 0	25,649 0 0	237 14 0	1,79,172 0 0
Approaches to new bridge	..	..	777 0 0	..
Total ..	2,08,933 14 0	25,649 0 0	1,014 14 0	1,79,172 0 0
Deduct decrease ..	1,014 14 0	1,79,172 0 0	..	..
Net Total ..	2,07,919 0 0	1,53,523 0 0	..	..
Net increase over the original estimate ..	54,396 0 0	..	..	..

Order—dated 8th January 1890, No. 11 R., Public Works.

Ordered to be forwarded for the sanction of the Government of India.

(Here enter No. 12 R., dated 8th January 1890.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 8th January 1890, No. 12 R., Public Works.

Forwarded.

(By Order.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper:—

From Major M. C. BRACKENBURY, R.E., Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 27th January 1890, No. 87 R.C.

With reference to your No. 12 R., dated 8th January 1890, I am directed to communicate the sanction of the Government of India to the revised estimate therewith received, amounting to Rs. 12,40,819, chargeable in the proportion of Rs. 9,87,142 to Capital and Rs. 2,53,677 to Revenue, of the cost of the new bridge over the Pápaghni river, North-West Line of the Madras Railway.

2. This sanction, which is in supersession of sanction No. 4 M.R. of 1886, has been registered as No. 2 M.R. of 1890.

ORDER—dated 7th February 1890, No. 198 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 521, dated 20th December 1889.

2. This sanction has been registered as No. 35 R. of 1889-90 and is in supersession of that registered as No. 19 R. of 1886-87 in G.O., No. 932 R., dated 13th December 1886.

(True Extract.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
,, Examiner, Guaranteed Railway Accounts.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated February, 7th.

Recd. *Encl.*

G.O., 7th Feb. 1890, No. 198 R.

FEBRUARY.

New Bridge over the Papaghni River, North-West Line of the Madras Railway.

The sanction of the Government of India to the revised estimate of the cost of the —, communicated to the Consulting Engineer for Railways.

(No. II.)

No. 6620

1177

Read again G.O. of 8th Jany 90 No 11 [illegible]

Endorsement dated the 5th [illegible]

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 22d. October 1889.

18

From

The *Agent and Manager.* of the M. R. Co.

To

The *Consulting Engineer for Railways.*

Sir,

With reference to your letter No. 70 dated 22d. January 1889, I have the honour to forward herewith, in duplicate, a revised estimate for the new Bridge over the Papaghni river amounting to Rs. 12,40,819 and shall be obliged if you will be so good as to communicate to me the sanction of Government for its adoption.

The revised estimate exceeds the original by Rs. 54,396/- which is under 5 per cent and is stated by the Chief Engineer to have been based on the experience of the cost of work at the Penner and Chittravati Bridges; so that the items will be found not to agree with those of the original estimate.

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

I have the honour to be,

Sir,

Your most obedient Servt.

Read

for Agent & Manager.

forwarded [illegible]

REGISTER
No. 1067
FILE
No.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 22d Oct 1889
Recd. 25th do. No. 1177
Papers

Forwarding for sanction
revised estimate
for Rapaghni Bridge

E/
PW1218 7/89

Please see down
marks

The Excess is beyond the
power of the Local Govt. to
sanction. The Revised Estt.
must be submitted to Govt.
after scrutiny & comparison
with orig. Estt.
[illegible] 29/10

DC - soon
1ad
29.x.9

Abstract Statement shewing the Increase and Decrease over the Original Estimate of the Rapaghni Bridge.

Head of charge	Increase						Decrease					
	Cash.			stores.			Cash.			stores.		
	Rs	a	p	Rs	a	p	Rs	a	p	Rs	a	p
Earthwork	„	„	„	„	„	„	237	14	„	„	„	„
Sinking and Masonry	48,855	8	„	19,686	12	„	„	„	„	„	„	„
Iron work	66,372	„	„	„	„	„	„	„	„	1,79,172	„	„
Teakwood	„	„	„	3,556	„	„	„	„	„	„	„	„
Temporary sidings, Buildings Establishment	67,097	„	„	„	„	„	„	„	„	„	„	„
Plant and Contingencies	26,609	6	„	2,406	4	„	„	„	„	„	„	„
Total	2,08,933	14	„	25,649	„	„	237	14	„	1,79,172	„	„
Approaches to new bridge	„	„	„	„	„	„	777	„	„	„	„	„
Total	2,08,933	14	„	25,649	„	„	1,014	14	„	1,79,172	„	„
Deduct decrease	1,014	14	„	1,79,172	„	„						
Net Total	2,07,919	„	„	153,523								
Net increase over the original Estimate	54,396	„	„									

Madras
20th Decr 1889

Sidney Smith
Major RE
for Consg Engr [illegible]

E-2
P.W. 12/87/89

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,
Madras, 20th December 1889.

Letter from the Agent and Manager, Madras Railway, No. 6620/1177, dated 22nd October 1889.

3 P

No. 521

Submitted to Government for transmission to the Government of India.

2. The Agent and Manager, Madras Railway, submits a revised estimate for the new bridge of 15 - 131 feet spans over the Papaghni River amounting to Rs 1,240,819 chargeable in the proportion of Rs 9,87,142 to Capital and Rs 2,53,677 to Revenue, and exceeding the original estimate by Rs 54,396.

3. The original estimate amounted

amounted to Rs 11,86,423 of which Rs 9,32,746 were debitable against cash and Rs 2,53,676 against Revenue. Under the divisions of cash and stores the two Estimates compare as under:—

	Cash	Stores	Total
Original estimate	3,12,174	8,74,249	11,86,423
Revised estimate	5,21,593	7,19,226	12,40,819
~~Total~~ Difference	2,09,419	1,55,023	54,396

4. It is explained by the chief Engineer that the revised estimate is based on the cost of the Penner and Chitravati bridges. The two estimates in consequence cannot be compared item against item, but a comparison can be instituted between the main heads of the work, and this has been done in the accompanying abstract statement.

5.

Letter f
-Madras Rail
October 1889

4 P

H.S.D.

5. It will be noticed that there is a large saving under iron work, more than counterbalanced by large excesses under masonry, sinking, temporary buildings and sidings and plant. As in the cases of the Penner and Chitravati no provision was made in the original estimate for accommodating the staff and ^{firm} labor employed on the work and for the construction of temporary sidings.

Sidney Smith
Major
Cabb. R.E.,
for Consg. Engr. for Rys.

B Form No. 3. No. 11 R d/ 8th Jany 1890.

Sec CS 7.1.90

1 Jan Ordered to be forwarded for the sanction of the Government of India

A.E. No 12 R d/ 8th Jany/90 ~~Decr. 89.~~

Forwarded.

C.L.S.
21.12.

R.

3/2

16/1

From PWC No 12187

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 521

Dated 20th
Received 21 } December 1889.

No. OF ENCLOSURES. 3

Subject.

Submits for sanction a revised estimate amounting to Rs 12,40,819 for the new bridge over the Papaghni river, Madras Railway.

B

No. 11/12 R d/ 8th Jany 1890.

Read also the following papers:—

No. 87 R. C

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To

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

Calcutta, the 27th January 1890.

Sir,

With reference to your No. 12 R dated 8th January 1890, I am directed to communicate to the the Sanction of the Government of India to the Revised Estimate therewith received amounting to Rs 12,40,819 chargeable in the proportion of Rs 9,87,142 to Capital and Rs 2,53,677 to Revenue of the cost of the new bridge over the Papaghin river, North West Line of the Madras Railway.

2. This sanction, which is in supersession of

CS 3.2.

P. W. C No. 1052

of Sanction No. 4 M. R. of 1886, has been registered as No. 2 M. R. of 1890.

Recd. 3-2-90

I have the honor to be

Sir

your most obedient Servant,

M. W. Brackenbury

Major, R. E.,

Under Secretary to the Government of India.

Document accompanying. Letter

Nil.

No. 11/12 R of 8-1-90
" 932R - 13-12-86
" 773R - 18-10-86

A

No. 198 R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 7th Feby/90.

READ again the following

Progs: of the Madras Govt: P.W. Deptt: } G.O. No 11-12 R of 8 Jany '90

Read also the following:

Letter from the Govt. of India P.W. Deptt: } G.O. No 87 R.C. of 27 Jany: 1890

Ins 5 Feb

88

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 521 of 20 December 1889.

2. This sanction has been registered as No 35 R of 1889-90 and is in supersession of that registered as No: 1 R of 1886-87 in G.O. No. 932 R of 13 Decr: 1886.

C.T.J.
3.2.90

D 1872

To
The Consg Engr for Rys
" Exr Go: Rys Accts:

1872

A

No. 198 R of 7th Feby/90.

P.W. C No 1052 of 90.

Govt. of 18 | Madras.

PUBLIC WORKS.

182

Dated

Recd. Encl.

G.O., 7. 11 1890, No. 198 R.

New Bridge over the Papaghni river, N.W. Line of the Madras Railway.

~~Ans~~

The sanction of the Govt. of India to the revised estc of the cost of the ___ communicated to the C. E. for Railways.

List of Open Capital Sanctions

for

Quarter Ending 31st March 1890.

	M.G.O. No. 18.10.87 Septr	Providing a 4th Class station in place of existing		[illegible]	3,2[illegible]	7416	.. .. ..	.. .. ..	[illegible]	31.12.90
		Nellikuppam station								
	C.E. No. 664 of 29th July 1889	Providing extra siding accommodation		932 .. .. 662	2973 .. .. 38	3905 .. .. 700	1	1107 6 3	1108 6 3	28.1.91
		Cuddalore O.T. station								
	C.E. No. 972 of 24th Octr 1889	Extending wharf siding to Messrs. Parry & Co.'s premises		185 .. .. 13	2523	2708 .. .. 13	.. .. ..	1506 15 ..	1506 15 ..	28.10.90
		Mayavaram station								
	M.G.O. No. 283 R of 14th March 1889	Constructing Permanent Way Inspector's Bungalow		3383	1056	4439	418 2 10	878 2 2	1296 5 ..	15.3.90
	C.E. No. 407 of 8th May 1889	Store Room and Office for P. Way Inspector		1382	743	2125	103 14 6	386 12 9	490 12 3	7.11.90
		Kumbakonam station								
	C.E. No. 607 of 10th July 1889	Providing Permanent Way Inspector's Bungalow and	Out houses	3383	1056	4439	13 9 ..	457 12 2	471 5 2	9.1.91
	C.E. No. 703 of 9th August 1889	Store Room and Office for P. Way Inspector		1390	753	2143	16 9 ..	927 10 5	944 3 5	31.12.90
		Tanjore station								
	M.G.O. No. 283 R of 14th March 1889	Constructing Permanent Way Inspector's Bungalow		3383	1056	4439	14 9 ..	765 2 4	779 11 4	15.3.90
		Negapatam Erode sections								
6 S.I.R. of 1886	G.I. No. 164 R.C. of 2nd [illegible] 1886	Extension of the Loco. and Carriage Workshops at	Negapatam	59305 .. .. 15571	283280 .. .. 8923	342585 .. .. 24494	47215 13 4	207902 2 4	255117 15 8	31.3.90
	C.E. No. 680 of 3rd August 1889	Constructing Permanent Way Inspector's Bungalow and	Out houses	3928	1064	4992	768	.. .. ..	768	2.2.91
	G.I. No. 915 R.C. of 12th October 1888	Providing fittings for the General stores buildings at erecting an Iron shed for storage of Kerosine	Negapatam & oil	.. .. ..	12800	12800	.. .. ..	12004 13 11	12004 13 11	31.3.90
		Bettaivaitalai station								
2 S.I.R. of 1888	G.I. No. 619 R.C. of 16th June 1888.	Providing permanent station accommodation		5650 .. .. 38	7840	13490 .. .. 38	3456 12 5	6983 11 1	10440 7 6	30.6.90

The dates in red ink in the column headed [illegible] date when [illegible] desires the Sanction report which they are noted to be extended as Quarter ending 31st December 1889.

Government O. S. M. Ry 9. 5. 82 & 423 of 30. 6. 82.	For 1 Covered Goods Wagon		76 " "	1224 " "	1300 " "	" " "	" "	" " "	6 months after receipt of materials
	" 1, 5 Tons Travelling Crane		200 " "	7800 " "	8000 " "	" " "	" "	" " "	

Additional Rollingstock

Cons. Engineer's No. 432 " 10. 7. 88	Construction of 25 Ordinary 3rd Class Carriages to meet passenger traffic at Special occasions	additional	15,000 " "	47,500 " "	62,500 " "	6897 4 8	10859 11 6	17757 " 2	12 months after receipt of materials
Cons. Engineer's No. 527 " 3. 9. 86	5 Composite Carriages		6875 " "	18125 " "	25,000 " "	2806 " "	4040 15 7	6846 15 7	31. 3. 90
Cons. Engineer's No. 1009 " 7. 11. 89	Providing 12 Second Class Carriages		10,356 " "	30876 " "	41232 " "	" " "	" "	" " "	6. 5. 90
Cons. Engineer's No. 1009 " 7. 11. 89	Providing 13 Third Class Carriages		7800 " "	24700 " "	32,500 " "	" " "	" "	" " "	6 months after receipt of materials

Trichinopoly
Chief Auditor's Office
16th January 1890

Deputy Government Examiner
of
Railway Accounts.

N.P.B.
16-1-90.

J. Morison
Examiner Ry Accts,
Madras.
30-1-90
6D
30/1/90

William C Bett
Agent

James Smith
Chief Auditor

Sidney Smith
Major RE
Govt. Con. Engr. for Rys.

P.W. C No. 1052 of 90.

Print

List of Open Capital Sanctions

for

Quarter Ending 31st March 1890.

A. No work to be carried on after date on which the Sanction closes without renewal of sanction which should be applied for at least one month before lapse of sanction.

B. Bills for works to be passed within 3 months from date of Sanction closing, any subsequently submitted to be accompanied by explanation of delay & dealt with at Official Committee at which the Cons. Engineer is present before Audit.

South Indian Railway

Expenditure on Capital works not in the list will not be passed unless formal sanction has been received during the quarter.

List of Open Capital Sanctions for Quarter Ending 31st March/90

	Authority	Works	Sanctioned Amount			Expenditure as per Audit books to the end of September/89			Present date when sanction lapses.
			Indian	English	Total	Indian	English	Total	
		Madras, Tuticorin and Tinnevelly Sections							
		Madras							
1.	1 S I R Q/887 G.I. No 48 RC/11th Jany 1887	Additional works required at Egmore station	33581 " " 2584 " "	61429 " " 34 " "	95010 " " 2618 " "	20499 7 6	46541 15 11	67041 7 5	31.3.90
2.	C.E. No 867/23rd Sept 1889	Providing Guttering to the Covered Way over the Pass: platform at Egmore	1351 " "	2110 " "	3461 " "	" " "	" " "	" " " ✱	31.3.91
3.	M.C.O. No 763 R/10th July 1889	Providing an additional Siding & a Permanent Way Inspector's Bungalow at Egmore station	5346 " "	3881 " "	9227 " "	268 13 10	28 15 6	297 13 4	11.7.91
4.	C.E. No 998/5th Nov 1889	Providing store Room & Office for P. Way Inspectors at Egmore	1397 " "	745 " "	2142 " "	" " "	" " "	" " "	4.11.90
		Pallavaram station							
5.	C.E. No 135/9th Feby 1889	Sinking a Well 15' in diameter & Constructing a Cast Iron Tank	1572 " "	1999 " "	3571 " "	324 3 6	16 10 8	340 14 2	8.2.90
		Ballur station							
6.	C.E. No 405/8.5.89	Providing a Tank House	1874 " "	637 " "	2511 " "	642 6 "	43 4 5	[illegible] 10 5	7.11.90
		Vandalur station							

tion lapses" are those to which the Chief Engineer
General works have not been completed, during the
✱ This work should not be put in hand until after 31.3.90

No.	Authority		Works		Sanctioned Estimate Indian	Sanctioned Estimate English	Sanctioned Estimate Total	Expenditure as per Audit books to the end of September/89 Indian	Expenditure as per Audit books to the end of September/89 English	Expenditure as per Audit books to the end of September/89 Total	Present date when sanction lapses.
			Trichinopoly Junction station								
19		M.G.O. No. 1112 R.C. of 17th October 1889	Extending Covered way over the Passengers platform		2,359	15,740	18,099	.. .. ..	.. .. ..	.. .. ..	19.4.91
					1885	1082	2,967				
			Additional Flood Openings and Protective works								
20		C.E. No. 740 of 19th Augt. 1889	Providing flooring and apron to 6 feet Culvert at 295 m	13	385		385	86 3 6		86 3 6	18.2.90
21	5 S.I.R. of 1886	G.I. No. 7 R.C. of 6th Jany 1886	Protective works to Bridges on Divisions 1. 2. 3 and 4		172,137	8,606	180,743	68,434 12 10	3,928 .. 9	72,362 13 7	31.12.90
22		G.I. No. 1027 R.C. of 10th December 1885	Restoration and Enlargement of Karunguli Bridge at	49 m 2	23,266	27,894	51,160	23,336 14 6	29,386 5 3	52,723 3 9	25.7.90
					13,727	15,450	29,177				
23		G.I. No. 990 R.C. of 26th Sept 1887	Adding 1.50 feet Span to the existing 4.50 feet Girder raising line 1 foot at 431 m 8	Bridge and	7,948	2,966	10,914	1,753 8 9	464 1 3	2,217 10 ..	28.2.90
					5,759	417	6,176				
24	1 S.I.R. of 1889	G.I. No. 61 R.C. of 23rd Jany 1889	Converting the existing 30 feet Girder Bridge at 151 m 70 feet Girder	5.6 into a	12,254	9,482	21,736	6,455 4 9	10,415 9 10	16,870 14 7	3.8.90
					16,755	375	17,130				
25	2 S.I.R. of 1889	G.I. No. 105 R.C. of 9th Feby 1889	Adding 5.100 feet Spans to the existing 10.100 feet Girder Bridge at 134 m 4	to Goddelam	68,013	51,085	119,098	24,097 5 10	71,236 14 7	95,334 4 5	24.8.91
					26,885	6,133	33,018				
26		C.E. No. 843 of 17th Septr 1889	Constructing a 12 feet Girder Bridge at 120 m 62 Chains		2,921	546	3,467	.. .. ..	.. .. ..	.. .. ..	16.3.91
27		C.E. No. 1060 of 21st Novr 1889	Constructing a Bridge of 3.25 ft Girders over Periyar Channel	at 327 m 11½	10,916	3,845	14,761	.. .. ..	.. .. ..	.. .. ..	19.5.91

dates in red ink in the column headed "Present date when sanction lapses" are those
ich the Chief Engineer desires the sanction against which they are noted to be extended
[illegible] works have not been completed during the ½ ending 31 Dec/89

P.W. No. 1052 of '90

P.W. Rly
1045/90

7th February 1890, No. 188 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 1st February 1890, No. 81.

List of Open Capital Sanctions, South Indian Railway, for the quarter ending 31st March 1890.

[*Statement*

SOUTH INDIAN RAILWAY.

LIST of Open Capital Sanctions for quarter ending 31st March 1890.

(a) No work to be carried on and after date on which the sanction closes without renewal of sanction, which should be applied for at least one month before lapse of sanction.
(b) Bills for works to be passed within three months from date of sanction closing; any subsequently submitted to be accompanied by explanation of delay and dealt with at Official Committee at which the Consulting Engineer is present before audit.
(c) Expenditure on Capital Works, not in the list, will not be passed unless formal sanction has been received during the quarter.

	Authority.		Works.	Sanctioned amount.			Expenditure as per Audit books to the end of September 1889.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
			MADRAS, TUTICORIN AND TINNEVELLY SECTIONS.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
			Madras.							
1.	1 S.I.R. of 1887.	G.I. No. 48 R.C., dated 11th January 1887.	Additional works required at Egmore station.	33,581 0 0 **2,584 0 0**	61,429 0 0 **34 0 0**	95,010 0 0 **2,618 0 0**	20,499 7 6	46,541 15 11	67,041 7 5	31st Mar. 1890.
2.	..	C.E. No. 867, dated 23rd September 1889.	Providing guttering to the covered way over the passengers' platform at Egmore.	1,351 0 0	2,110 0 0	3,461 0 0	..	..	..*	31st Mar. 1891.
3.	..	M.G.O. No. 763 R., dated 10th July 1889.	Providing an additional siding and a Permanent-way Inspector's bungalow at Egmore station.	5,346 0 0	3,881 0 0	9,227 0 0	268 13 10	28 15 6	297 13 4	11th July 1891.
4.	..	C.E. No. 998, dated 5th November 1889.	Providing store-room and office for Permanent-way Inspector at Egmore.	1,397 0 0	745 0 0	2,142 0 0	..	..	..	4th Nov. 1890.
			Pállavaram Station.							
5.	..	C.E. No. 135, dated 9th February 1889.	Sinking a well 15 feet in diameter and constructing a cast-iron tank.	1,512 0 0	1,999 0 0	3,511 0 0	324 3 6	16 10 8	340 14 2	8th Feb. 1890.
			Pallur Station.							
6.	..	C.E. No. 405, dated 8th May 1889.	Providing a tank-house	1,874 0 0	637 0 0	2,511 0 0	643 6 0	43 4 5	686 10 5	7th Nov. 1890.
			Padalam Station.							
7.	..	M.G.O. No. 752 R., dated 13th September 1888.	Providing a fourth-class station in place of existing trial station.	4,206 0 0	3,210 0 0	7,416 0 0	..	..	..	**31st Dec. 1890.**
			Nellikuppam Station.							
8.	..	C.E. No. 664, dated 29th July 1889.	Providing extra siding accommodation ..	932 0 0 **662 0 0**	2,973 0 0 **38 0 0**	3,905 0 0 **700 0 0**	1 0 0	1,107 6 3	1,108 6 3	28th Jan. 1891.
			Cuddalore Old Town Station.							
9.	..	C.E. No. 972, dated 29th October 1889.	Extending wharf siding to Messrs. Parry and Co.'s premises.	185 0 0 **13 0 0**	2,523 0 0 ..	2,708 0 0 **13 0 0**	..	1,506 15 0	1,506 15 0	28th Oct. 1890.
			Máyavaram Station.							
10.	..	M.G.O. No. 283 R., dated 14th March 1889.	Constructing Permanent-way Inspector's bungalow.	3,383 0 0	1,056 0 0	4,439 0 0	418 2 10	878 2 2	1,296 5 0	15th Mar. 1890.
11.	..	C.E. No. 407, dated 8th May 1889.	Store-room and office for Permanent-way Inspector.	1,382 0 0	743 0 0	2,125 0 0	103 14 6	386 13 9	490 12 3	7th Nov. 1890.

	Authority.		Works.	Sanctioned amount.			Expenditure as per Audit books to the end of September 1889.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
			Kumbakónam Station.							
12.	..	C.E. No. 607, dated 10th July 1889.	Providing Permanent-way Inspector's bungalow and out-houses.	3,383 0 0	1,056 0 0	4,439 0 0	13 9 0	447 12 2	471 5 2	9th Jan. 1891.
13.	..	C.E. No. 703, dated 9th August 1859.	Store-room and office for Permanent-way Inspector.	1,390 0 0	753 0 0	2,143 0 0	16 9 0	927 10 5	944 3 5	**31st Dec. 1890.**
			Tanjore Station.							
14.	..	M.G.O. No. 283 R., dated 14th March 1889.	Constructing Permanent-way Inspector's bungalow.	3,383 0 0	1,056 0 0	4,439 0 0	14 9 0	765 2 4	779 11 4	15th Mar. 1890.
			NEGAPATAM-ERODE SECTIONS.							
15.	6 S.I.R. of 1886.	G.I. No. 164 R.C., dated 2nd March 1886.	Extension of the Locomotive and Carriage Workshops at Negapatam.	59,305 0 0 **15,571 0 0**	2,83,280 0 0 **8,923 0 0**	3,42,585 0 0 **24,494 0 0**	47,215 13 4	2,07,902 2 4	2,55,117 15 8	**31st Mar. 1890.**
16.	..	C.E. No. 680, dated 3rd August 1889.	Constructing Permanent-way Inspector's bungalow and out-houses.	3,928 0 0	1,064 0 0	4,992 0 0	76 8 0	..	76 8 0	2nd Feb. 1891.
17.	..	G.I. No. 915 R.C., dated 12th October 1883.	Providing fittings for the General Stores buildings at Negapatam and erecting an iron-shed for storage of kerosine oil.	..	12,800 0 0	12,800 0 0	..	12,004 13 11	12,004 13 11	**31st Mar. 1890.**
			Pettaivaitalai Station.							
18.	2 S.I.R. of 1888.	G.I. No. 619 R.C., dated 16th June 1888.	Providing permanent station accommodation.	5,650 0 0 **38 0 0**	7,848 0 0 ..	13,498 0 0 **38 0 0**	3,456 12 5	6,983 11 1	10,440 7 6	30th June 1890.
			Trichinopoly Junction Station.							
19.	..	M.G.O. No. 1112 R., dated 17th October 1889.	Extending covered way over the passengers' platform.	2,359 0 0 **1,885 0 0**	15,740 0 0 **1,082 0 0**	18,099 0 0 **2,967 0 0**	..	..	..	19th April 1891.
			Additional Flood Openings and Protective Works.							
20.	..	C.E. No. 740, dated 19th August 1889.	Providing flooring and apron to 6 feet culvert at 295 miles 13 chains.	385 0 0	..	385 0 0	86 3 6	..	86 3 6	18th Feb. 1890.
21.	1 S.I.R. of 1886.	G.I. No. 7 R.C., dated 6th January 1886.	Protective works to bridges on divisions 1, 2, 3 and 4.	1,72,137 0 0	8,606 0 0	1,80,743 0 0	68,434 12 10	3,928 0 9	72,362 13 7	**31st Dec. 1890.**
22.	..	G.I. No. 1027 R.C., dated 10th December 1885.	Restoration and enlargement of Karanguli bridge at 49 miles 2 chains.	23,266 0 0 **13,727 0 0**	27,894 0 0 **15,450 0 0**	51,160 0 0 **29,177 0 0**	23,336 14 6	29,386 5 3	52,723 3 9	25th July 1890.
23.	..	G.I. No. 990 R.C., dated 26th September 1887.	Adding one 50-feet span to the existing four 50-feet girder bridge and raising line one foot at 431 miles 8 chains.	7,948 0 0 **5,759 0 0**	2,966 0 0 **417 0 0**	10,914 0 0 **6,176 0 0**	1,753 8 9	464 1 3	2,217 10 0	28th Feb. ,,
24.	1 S.I.R. of 1889.	G.I. No. 61 R.C., dated 23rd January 1889.	Converting the existing 30-feet girder bridge at 151/5-6 miles into a 70-feet girder.	12,254 0 0 **16,755 0 0**	9,482 0 0 **375 0 0**	21,736 0 0 **17,130 0 0**	6,455 4 9	10,415 9 10	16,870 14 7	3rd Aug. 1890.
25.	2 S.I.R. of 1889.	G.I. No. 105 R.C., dated 9th February 1889.	Adding five 100-feet spans to the existing ten 100-feet girders to Gadilam bridge at 124 miles 4 chains.	68,013 0 0 **26,885 0 0**	51,085 0 0 **6,133 0 0**	1,19,098 0 0 **33,018 0 0**	24,097 5 10	71,236 14 7	95,334 4 5	24th Aug. 1891.
26.	..	C.E. No. 843, dated 17th September 1889.	Constructing a 12-feet girder bridge at 130 miles 62 chains.	2,921 0 0	546 0 0	3,467 0 0	..	..	..	16th Mar. 1891.
27.	..	C.E. No. 1060, dated 21st Nov. 1889.	Constructing a bridge of three 25-feet girder over Periyár channel at 327 miles 12½ chains.	10,916 0 0	3,845 0 0	14,761 0 0	..	..	..	19th May ,,

* This work should not be put in hand until after 31st March 1890.

NOTE.—The dates in clarendon type in the column headed "Present date when sanction lapses" are those to which the Chief Engineer desires the sanction against which they are noted to be extended, as several works have not been completed during the quarter ending 31st December 1889.

List of Open Capital Sanctions for quarter ending 31st March 1890—*cont.*

Authority.		Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS TO THE END OF SEPTEMBER 1889.			Present date when sanction lapses.
			Indian.	English.	Total.	Indian.	English.	Total.	
			RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
		Rolling Stock.							
28. 2 S.I.R. of 1882.	G.I. No. 555 R.C., dated 22nd January 1882.	For one covered goods wagon ..	76 0 0	1,224 0 0	1,300 0 0	..	..	..	Six months after receipt of materials.
		For one 5-ton travelling crane ..	200 0 0	7,800 0 0	8,000 0 0	..	..	..	
		Additional Rolling Stock.							
29. 3 S.I.R. of 1888.	G.I. No. 664 R.C., dated 28th June 1888.	Construction of twenty-five ordinary 3rd-class carriages to meet additional passenger traffic at special occasions.	15,000 0 0	47,500 0 0	62,500 0 0	6,897 4 8	10,859 11 6	17,757 0 2	Twelve months after receipt of materials.
30. 18 S.I.R. of 1886.	G.I. No. 655 R.C., dated 14th August 1886.	Five composite carriages	6,875 0 0	18,125 0 0	25,000 0 0	2,806 0 0	4,040 15 7	6,846 15 7	31st Mar. 1890.
31. 4 S.I.R. of 1889.	G.I. No. 205 R.S., dated 24th October 1889.	Providing twelve second-class carriages.	10,356 0 0	30,876 0 0	41,232 0 0	..	..	..	6th May 1890.
		Providing thirteen third-class do.	7,800 0 0	24,700 0 0	32,500 0 0	..	..	..	Six months after receipt of materials.

TRICHINOPOLY,
CHIEF AUDITOR'S OFFICE,
16th January 1890.

(Signed) H. A. D. WATHEN,
Dy. Govt. Exr. of Ry. Accts.

(Signed) SIDNEY-SMITH, Major, R.E.,
for Consulting Engineer for Railways.

(Signed) F. MORRISON,
Examiner, Railway Accts., Madras.

(Signed) W. S. BETTS,
Agent.

(Signed) J. SMITH,
Chief Auditor.

Submitted to Government for transmission to the Director-General of Railways.

2. With reference to items 13, 24 and 25, the Agent, South Indian Railway, has been asked to submit application for revision of allocation between cash and stores.

3. In respect to item 22, he has been requested to submit a completion report at the next official meeting for sanction as the work has been completed, and in regard to items 22 and 31 funds by reappropriations from some other budgeted work has been asked for, there being no provision in the final issue of the budget, 1889-90.

ORDER—dated 7th February 1890, No. 188 R., Public Works.

Ordered to be forwarded to the Director-General of Railways.

(Here enter No. 189 R., dated 7th February 1890.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 7th February 1890, No. 189 R., Public Works.

Forwarded.

(By Order.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated February, 7th.

Recd. *Encl.*

G.O., 7th Feb. 1890, Nos. 188 R., 189 R.

FEBRUARY.

List of Open Capital Sanctions, for the quarter ending 31st March 1890, South Indian Railway

Forwarding to the Director-General of Railways the —.

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1 P

Read Letter from the

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWA

Madras, 1st February 1890

List of open Capital Sanctions, South Indian Railway for the quarter ending 31st March 1890

No. 81

SUBMITTED to Government

transmission to the Director-General of Railways

6 P

2. With reference to items 13, 2 the agent, South Indian Ra has been asked to submit application for revision of alloca between cash and stores.

3. In respect to item 22 h been requested to submit a c -ion report at the next officia meeting for sanction as the has been completed, and regard to items 22 & 31 funds re-appropriation from Sout

Such work has been asked for being no provision in the issue of the Budget 1889.90

Sidney Smith
Major R.E.
for Cons: Engr. Punjab

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Dated

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No 188 R of 7th Feby/90

Form No. 3.

HCW 5 Feb

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Ordered to be for-
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E. No 189 R of 7th Feby: 1890

Forwarded.

C. L. S.
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From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 81

Dated 1st } February 1890.
Received 3-2-90 }

No. OF ENCLOSURES. 1

Subject.

Submitting list of open Capital sanctions South Indian Railway, for the quarter ending 31-3.90 for transmission to the Director-General of Railways

A

No 188-89 R of 7th Feby/90.

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Govt. of (18) Madras.

PUBLIC WORKS.

RAS,

1/2

Dated

18/
18/2/90

Recd. Encl.

G.O., 7 Feby 1890 No. 188/189 R

t of open Capital Sanctions,
the quarter ending 31st March /
South Indian Ry

Ordered to be forwarded
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II. Secretariat—Personal Register of

Serial number. (1)	Current number. (2)	Date of receipt by clerk. (3)	Title. (4)	From whom. (5)	Outside number and date. (6)