

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 29th May 1888, No. 169.

From FRANCIS B. HANNA, Esq., Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th March 1888, No. 251.

With reference to your letter of the 9th ultimo, No. 109, I have the honor to forward, herewith (in triplicate), an indent No. 566 for 50 iron wagons capable of carrying 16 tons each, specially constructed for the municipal laterite traffic and for stone traffic generally. The cost of the wagons is estimated at Rs. 65,000, and I request that you will be so good as to authorise me to transmit the indent to England for compliance, returning one copy thereof duly countersigned.

2. The necessity for these additional stone and laterite wagons, and also for 12 additional brake-vans, was considered at the official meeting and stores committee held in my office on the 1st December last, *vide* minute No. 216, and, as you have already been informed, it is intended to construct the brake-vans in the Perambúr Work-shops.

3. Referring to the 2nd paragraph of your letter above mentioned, asking for further reports embodying the views of the Locomotive Superintendent and Traffic Manager upon the suggestions of the Board with regard to indent No. 552, I beg to refer you to the 4th, 5th and 6th paragraphs of the Locomotive Superintendent's letter of the 12th of October last, No. 9910/483, a copy of which was forwarded to you with my letter of the 17th idem, No. 813.

4. With regard to the Traffic Manager's views on the same subject, I now enclose, for your perusal, copy of his letter No. C 204 A. and M./11419, dated the 25th October last, which was read at the committee meeting referred to above. Para. 12 of this letter explains the necessity for the additional iron wagons included in the indent now submitted.

ENCLOSURE.

From LOUIS S. MOSS, Esq., Acting Traffic Manager, to the Acting Agent and Manager, Madras Railway Company, dated Madras, 25th October 1887, No. C. 204 A and M/11419.

Your No. 4536 of the 7th ultimo, covering copy of letter No. 783, dated the 19th September from the Board of Directors, on the subject of the additional wagon stock required by the Madras Railway.

2. With the exception of the Government of India administration reports, this office is not furnished with statements of the working of other Indian guaranteed railways, and I have therefore been obliged to refer direct to the East Indian Railway for copy of the "analysis of working" for the half-year ended 31st December 1886.

3. I am not aware from what half-yearly returns the figures shown by the Board of Directors as the daily average mileage of wagons have been obtained, but while the Madras Railway, in its working analysis for the half-year ended 31st December 1886, shows a total mileage on the "home line" of 13,558,758 miles with a sanctioned goods stock of 2,779½

vehicles = $4,878 \div 184 = 26$; the East Indian Railway, in its analysis for the same period, shows a total mileage for its goods stock on the home line of 75,355,761 miles with a sanctioned goods stock of 9,160 vehicles = $8,216 \div 184 = 45$.

4. It will be seen on reference to the printed analysis that the Madras Railway is debited with 1,265,797 miles as brake-van mileage, while no brake-vans are included in its goods stock, whereas in the East Indian goods stock 209 brake-vans are included. For the East Indian Railway 9,160 vehicles appear as the sanctioned goods stock in column *a* and 9,158.83 vehicles as the actual stock in column *b*. For the Madras Railway 2,779 $\frac{1}{2}$ vehicles appear as the sanctioned goods stock and only 2,433 $\frac{1}{2}$ vehicles as the actual stock. The East Indian Railway in its return has excluded ballast wagons and shown only 28 coke wagons, while the Madras Railway includes 217 ballast wagons belonging to the Engineering Department and 121 coke wagons used by the Locomotive Department for the carriage of its own firewood.

5. To arrive at a true comparison between the working of vehicles over the two railways, brake-vans and brake-van mileage should be excluded from both railways' statements, while from the Madras Railway's analysis, 217 ballast wagons and 93 coke wagons and the mileage of those vehicles should also be excluded, the actual, and not the sanctioned, stock being taken, and the mileage of home vehicles on foreign lines being credited to both railways.

6. The figures then appear as follows:

East Indian Railway.

Miles.	Vehicles.	Days.	Daily average mileage.
77,475,995	$\div 8,951$	$= 8,656$	$\div 184 = 47$.

Madras Railway.

12,689,841	$\div 2,095\frac{1}{2}$	$= 6,055$	$\div 184 = 33$.
or, including 28 coke wagons as shown by the East Indian Railway,			
1,344	28		
12,691,185	$\div 2,123\frac{1}{2}$	$= 5,975$	$\div 184 = 32$.

7. These figures for the Madras Railway approximate very closely to the result desired by the Board. Every effort is used by closely watching the "lie" of traffic to prevent empty vehicle mileage and to concentrate stock at places where loading may be looked for, when, however, we are dependent upon the caprices of local markets with prices varying every week, it is difficult, in the absence of a long "through traffic" as on the East Indian Railway and with a limited train service, to get the greatest duty out of our wagon stock.

8. The question of the dead-weight of wagons is, I understand, receiving the best attention of the Locomotive Superintendent. There is no doubt the East Indian Railway's covered stock compares most favorably with the stock in use on this railway, but as I have pointed out to the Locomotive Superintendent, it must be remembered that the greater part of the East Indian Company's traffic in wheat, coal and linseed can be loaded in low-roofed wagons, while on the Madras Railway, it seems necessary to provide more storage or packing room for the light and bulky character of our traffic.

9. The Government of India have desired that one uniform 10-ton wagon stock should be provided on all broad gauge railways, but wisely, I think, they have left each railway to design wagons to suit the varying character of the traffic carried.

10. Except with brake-vans for the mail trains and heavy wagons for stone and laterite traffic and for carrying long boilers, there does not appear to be any necessity yet to introduce six-wheeled vehicles to the Madras Railway.

11. I have no hesitation in again urging that the 12 additional brake-vans and the 50 stone or laterite wagons previously asked for should be sanctioned at an early date.

It is not always possible at the present time to comply with the Government of India orders to attach two brake-vans to every train run over the open line, and as district officers refer to me in every case for special sanction to run a train with one brake-van, I feel that I am being personally saddled with a very grave responsibility in the event of an accident occurring owing to insufficient brake-power.

12. We are now carrying the municipal laterite traffic in open wooden wagons, but the wear and tear of the stock used is very great, and I advocate most strongly that these wagons be replaced by iron wagons specially constructed for the traffic. It is only possible, I believe, to obtain such wagons from England, while the other 100 open wagons applied for can be built out here after our sanctioned stock of vehicles has been brought up to its proper number.

13. You will doubtless, with reference to the Board's remark as to the rule in operation on this railway for free time allowed for unloading wagons, address the Government of Madras if you have not already done so.

From the Agent and Manager, Madras Railway, dated 3rd May 1888, No. 434, and enclosure.
From " " " " 10th " " " 456, and enclosures.

From FRANCIS B. HANNA, Esq., Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 19th May 1888, No. 503.

In reply to your letter No. 371, of 18th instant, in relation to an indent for and an estimate of the cost of fifty iron wagons, wherein you refer to the objection of the Board of Directors to adopt six-wheeled wagons, *if four wheels will do equally well or better*, and desire to be informed of the reasons for my wishing to introduce this type of vehicle, I have the honor to request your attention to my letter of the 14th March last, with which the indent was sent to you, and in which your attention was asked to paras. 4, 5 and 6 of the Locomotive Superintendent's letter, dated 12th October 1887, No. 9910-483, a copy of which was sent to you with my letter No. 813 of 17th idem.

2. It will be observed that the Locomotive Superintendent in para. 5 of his letter under notice (which was sent to the Board with my letter No. 1800 on 19th October 1887), and which I quote below dealt fully with the question of the number of wheels required for the laterite wagons.

"In reply to the remark in the Board's letter that the company ought not to adopt six-wheeled wagons if four-wheeled would do equally well or better, I should point out that the weight which may be carried on one pair of wheels is limited. It is admitted that the stone and ballast wagons should be made capable of carrying more than the 10 tons which is the limit of the other stock, and this could only be done either by adding another pair of wheels to each wagon which would at once increase its capacity for load 50 per cent. or by placing under them much stronger wheels, axles and springs which would mean the undesirable introduction of a new pattern of wheel, axle and spring to be maintained in stock."

Submitted for the sanction of the Government of India.

2. The Agent and Manager, Madras Railway, submits an indent, and an estimate with three plans, amounting to Rs. 72,500, debitable to Capital, for 50 iron wagons capable of carrying 16 tons each, specially constructed for the municipal laterite traffic and for stone traffic generally; and applies for permission to transmit the indent to England to the Board of Directors for compliance.

3. The subject was discussed at an official meeting held at Ráyapuram on 1st December 1887, and the necessity for the wagons was fully recognised.

4. The Locomotive Superintendent in forwarding an indent for these laterite wagons offered the following observations:

"The 16-ton wagons are intended entirely for the conveyance of stone, and 50 will be in constant use in the laterite traffic now being brought in for the Madras municipality. I propose also that, in future, all ballast wagons should be renewed with vehicles of this type. Many of the ballast wagons are now very old and on their last legs, eleven have already been condemned this year, and probably as many may be condemned at the next examination at the end of the year."

5. The Traffic Manager writes:

"We are now carrying the municipal laterite traffic in open wooden wagons, but the wear and tear of rolling stock used is very great, and I advocate most strongly that the wagons be replaced by iron wagons specially constructed for this traffic."

6. The Locomotive Superintendent also writes.

"It is hardly likely that any of the vehicles of this indent will be received during the current official year, in which case provision may be made in the budget for 1889-90.

"Possibly, if necessary, a re-allotment of funds may be made for these wagons from other Capital works provided for in the budget."

7. As these wagons are of a new type on this railway, with six wheels, and constructed to carry 16 tons, plans are submitted, and the reasons for this departure from existing types are fully explained by the Agent and Manager, Madras Railway, in his No. 503, dated 19th May 1888.

8. In my opinion the additional stock is urgently required, and the type of vehicle proposed, which will hereafter be adopted for all ballast wagons, is the most suitable for stone and other similar traffic; I therefore recommend the estimate for the sanction of the Government of India.

9. It is requested that the plans may be returned.

ORDER—dated 31st May 1888, No. 443 R., Public Works.

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

(Here enter No. 444 R., dated 31st May 1888.)

(True Extract.)

(Signed) W. H. COAKER, Major, R.E.,
Ag. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

Exd. F. R. Bantleman.
Spare Copies

RAILWAY.

Govt. of (1888) Madras.

PUBLIC WORKS.

29/7

Dated May, 31st.

Recd.

Encl.

G.O., 31st May 1888, No. 443 R.

MAY.

Indent

The — for, and estimate of the cost of, 50 iron wagons for stone traffic required for the Madras Railway, ordered to be forwarded for the sanction of the Government of India.

24TH JULY 1888, No. 605 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From Major M. C. BRACKENBURY, R.E., Under-Secretary to the Government of India, Public Works Department (Railway—Stores), to the Secretary to the Government of Madras, Public Works Department, dated Simla, 11th July 1888, No. 216 R.—S.

With reference to your No. 444 R., dated the 31st May 1888, I am directed to communicate the sanction of the Government of India to the estimate therewith received, amounting to Rs. 72,500, chargeable to capital, of the cost of providing 50 six-wheeled open 20 feet iron wagons required for stone traffic on the Madras Railway.

2. I am also to communicate sanction to the transmission to England of the indent forwarded with your letter under acknowledgment.

3. The sanction accorded in para. 1 of this letter has been registered in the books of this office as No. 10, Madras Railway, of 1888.

4. The plans received with your letter are, herewith, returned as requested.

ORDER—dated 24th July 1888, No. 605 R., Public Works.

Communicated to the Consulting Engineer for Railways, with reference to Proceedings No. 443 R., dated 31st May 1888.

2. This sanction has been registered as No. 7 R. of 1888-89.

(True Extract.)

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

To the Consulting Engineer for Railways (with plans).
„ Examiner, Guaranteed Railway Accounts.

Exd. F. R. Bantleman.
Spare Copies

RAILWAY.

Gobt. of (1888) Madras.
PUBLIC WORKS.

Dated July, 24th.

Recd.

Encl.

G.O., 24th July 1888, No. 605 R.

JULY.

Iron Wagons

Sanction of the Government of India to the estimate of the cost of 50 six-wheeled open 20 feet —, required for stone traffic on the Madras Railway, and the transmission to England of an indent for the same, communicated to the Consulting Engineer for Railways.

25TH FEBRUARY 1890, No. 291 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., dated 29th January 1890, No. 162 R., Public Works.

From the Consulting Engineer for Railways, dated Madras, 22nd January 1890, No. 57.

From the Agent and Manager, Madras Railway Company, dated Madras, 15th January 1890, No. 4460/32.

Submitted to Government for transmission to the Government of India.

2. The Agent and Manager, Madras Railway, submits a revised estimate for the 50 six-wheeled open 20-feet iron wagons sanctioned in G.O., No. 605 R., dated 24th July 1888. The original estimate amounted to Rs. 72,500 debitable to Capital, the revised estimate amounts to Rs. 92,000 also chargeable against Capital.

3. The excess, amounting to Rs. 19,500, is due to the English charges of the wagons, being Rs. 463 per wagon more than anticipated. Certain savings having been effected in India, the total excess per wagon for which sanction is required is Rs. 390.

4. The expenditure is provided for in schedule A, revised budget, 1889-90.

5. The revised estimate is recommended for sanction.

Order—dated 29th January 1890, No. 162 R., Public Works.

Ordered to be forwarded for the sanction of the Government of India with reference to its letter No. 216 R.S., dated 11th July 1888.

(Here enter No. 163 R., dated 29th January 1890.)

(True Extract.)

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

Endorsement—dated 29th January 1890, No. 163 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 Stores), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 14th February 1890, No. 069 R.S.

With reference to your No. 163 R., dated the 29th January 1890, I am directed to communicate the sanction of the Government of India to the revised estimate,

therewith received, amounting to Rs. 92,000, for providing 50 six-wheeled open 20-feet iron wagons required for stone traffic on the Madras Railway.

2. The sanction now accorded is in supersession of No. 10 Madras Railway of 1888 conveyed in Public Works Department No. 216 R.S., dated 11th July 1888, which is hereby cancelled.

3. This sanction, which is chargeable to Capital, has been registered as No. 3 Madras Railway of 1890.

ORDER—dated 25th February 1890, No. 291 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 57, dated 22nd January 1890.

2. This sanction has been registered as No. 38 R. of 1889-90, and is in supersession of No. 7 R. of 1888-89 conveyed in G.O., No. 605 R., dated 24th July 1888, which is hereby cancelled.

(True Extract.)

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

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

RAILWAY.
Govt. of {1890} Madras.
PUBLIC WORKS.

Dated February, 25th.

Recd.

Encl.

G.O., 25th Feb. 1890, No. 291 R.

FEBRUARY.

Iron Wagons

Sanction of the Government of India to the revised estimate of the cost of 50 six-wheeled open 20-feet — required for stone traffic on the Madras Railway, communicated to the Consulting Engineer for Railways.

(No. 1.)
No. 4460.

32

MADRAS RAILWAY.

5,000-14-11-85.

AGENT AND MANAGER'S OFFICE,

MADRAS, 15th January 1890.

The Agent and Manager. M. R. Co.

To

The Consulting Engineer for Railways.

SIR,

Revised Estimate for 50 iron wagons
required for stone traffic.

Your letter No. 561 dated 26th July 1888.

I have the honour to forward herewith in duplicate for the sanction of Government a revised estimate for 50 six-wheeled open 20 feet iron wagons, required for stone traffic on the Madras Railway, the construction of which was sanctioned in G. O. of 600 R. dated 24th July 1888.

The revised estimate amounting to Rs. 92,000, chargeable to Capital, is Rs. 19,500/- in excess of the original estimate, and the increase is accounted for by the fact that the English charges for the wagons were Rs. 940 per wagon higher than was anticipated. An excess expenditure of Rs. 27 was also incurred on account of certain petty and local stores but a saving of Rs. 600

for wagon was effected in the cost of erection giving
a net increase of Rs. 890 per wagon.

Information as to provision in the
Budget and the date on which the sanction will
be entered on the estimate.

I have the honour to be,
Sir,

Your most obedient servant.

W. H. H. H.

Atty. Agent & Manager.

Σ

REGISTER
No. 42
FILE
No.

Form No. 4

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 22nd January 1890.

Letter from the Agent and Manager,
Madras Railway, No. $\frac{4460}{32}$, dated 15 January
1890, with estimate.

No. 57

SUBMITTED _____ to _____ Government for
transmission to the Govern-
ment of India.

2. The Agent and Manager,
Madras Railway, submits
a revised estimate for the
50 six-wheeled open 20 feet
iron wagons sanctioned in
G.O. No. 605 R, dated 24th July
1888. The original estimate
amounted to Rs 72,500 -
debitable to Capital, the
revised estimate amounts to
Rs 92,000 also chargeable
against Capital.

To
From
16/1/90

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 15th January 1890
Recd. 16th 1890

No. 32

Revised Estimate
for 50 iron wagons
wagons provided.

4-55 p.m.

The excess amounting to Rs 19,500 is due to the English charges of the wagons being Rs 463 per wagon more than anticipated. Certain savings having been effected in India the total excess per wagon for which sanction is required is Rs 390.

4. The expenditure is provided for in Schedule A Revised Budget 1889-90.

5. The revised estimate is recommended for sanction.

A. D. G. Chetty Lieut. R.E.,
for Comd. Engrs. for R.E.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 57

Dated 22nd

Received

January 1890.

No. of ENCLOSURES.

Subject.

Submits for sanction a re-
vised estimate amounting
to Rs. 92,000 for 50 iron la-
terite wagons, Madras Ry.

B

No. 162-63 R of 29 Jan'y 190.

No. 669 R.S.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Stores.

To

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

Calcutta, the 14th February 1890.

Sir,

With reference to your No. 163 R. dated the 29th January 1890, I am directed to communicate the sanction of the Govern-
ment of India to the revised estimate, therewith received, -
amounting to Rs. 92,000 for providing 50 six-wheeled open
20 feet iron wagons required for store traffic on the Madras
Railway.

2. The sanction now accorded is in supersession of No. 10
Madras Railway of 1888 conveyed in Public Works -
Department No. 216 R.S. dated 11th July 1888, ^{which} is hereby
cancelled.

3. This sanction, which is chargeable to Capital
has been registered as No. 3 Madras Railway

of

All communications
should be addressed
to the Secretary.

Read also the following -
No. 669 R.S.

forwarded for the sanction
of the Govt. of India with
reference to its letter No.
216 R.S., dated 11 July 1888.

No. 163 R of 29 Jan'y 1890

Forwarded.

A.L.

24. 6. 90

B

Keptd. 10th 19/11/90

No. 605 R. 24. 7. 88.
3357 W. 26. 11. 89
3153 W. 7. 11. 89
1858 W. 12. 7. 89
553 W. 16. 2. 88.

Cur 24/1/90. Pa 24/1/90.

recd 3/11

TR

N^o 2912

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 25th Febry 1890.

^{again}
READ the following

Progs. of the Madras } Hb. no. 162. 63 R of 29 Janry 1890
Govt. P.W. Deptt. -

Read also the following.

Letter from the Govt. } Hb. no 069 R.S. of 14th Febry 1890.
of India P.W. Deptt. -

Communicated to
the Consulting Engineer for
Railways with reference to
his endorsement no. 57 dated
22nd January 1890

C.L.S.
24.2.90
22 Feb 2.

This sanction has been
registered as no 38 R of 1889-90
and is in supersession of N. 7 R
of 1888. 09 conveyed in L.O. no.
605 R of 24th July 1888 which

2 The Comptroller for R.R. }
Ex. G. Ry. Accts. } D 27/2 is hereby cancelled.

C.L.S.
22.2.90
R

P.W. Rev. 1964

I have the
honour to be,
Your most Sir,
obedient Servant,
Amuckan
Major R.E.
Under-Secretary
Hau 15/2/90

Documents accompanying
Nil

443 R. 31.8.88.
605 R. 24.7.88.

Govt. of Madras

PUBLIC WORKS.

28/2/82

Date

Resd

Encl

G.O. 25 Feb 1890 No. 291 R

Iron Wagons

Sanction of the Govt.
of India to the revised estimate
of the cost of 50 six-wheeled
open 20 feet—, required for
stone traffic on the Madras
Rly, commd. to the Comd.
Engr. for Rys.

25TH FEBRUARY 1890, No. 287 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—
Proceedings of the Board of Revenue (Land Revenue), dated 5th February 1890,
No. 762.

MR. H. W. BLISS.

Read—Notification for the acquisition of land from the Collector of Anantapur, dated
16th January 1890, P. No. 16, required for the Villupuram-Guntakal
Railway.

Resolution—dated 5th February 1890, Mis. No. 762.

Submitted to Government for approval and publication.

(True Extract.)

(Signed) M. HAMMICK,
Secretary.

No. 1092, Revenue.

Transferred to the Public Works Department (Railway Branch).

FORT ST. GEORGE,
14th February 1890.

(Signed) C. A. GALTON,
Secretary to Government.

ORDER—dated 25th February 1890, No. 287 R., Public Works.

Ordered that the notification be published in the *Fort St. George Gazette*.

(True Extract.)

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

To the Consulting Engineer for Railways.
" Revenue Department.
" Collector of Anantapur.

Exd. J. Moses.
Spare Copies

RAILWAY.

Gobt. of {1890} Madras.

PUBLIC WORKS.

Dated February, 25th.

Recd.

Encl.

G.O., 25th Feb. 1890, No. 287 R.

FEBRUARY.

Land

Ordered that the notification for the acquisition of — in the Anantapur taluk for the Villupuram-Guntakal Railway be published in the Fort St. George Gazette.

180
Proceedings of the Board of Revenue
(Land Revenue)

Dated 5 Feb. 1890.

N^o 762 M.

Mr. A. W. Bliss.

Give abstract
Read. Notification for the acquisition of land from the Collector of Anantapur, dated 16th January 1890 P. N. 16. ^{required}
^{for the Villupuram-Guntakal Railway}
Resolution.

Submitted to Government for approval and publication.
- true -

/ Extract /

Signed / M. Hammick
Secretary

To the Secretary to Govt. R.D.
with the copy of notification
Copy to the Collector of Anantapur.

(1890.)

REVENUE DEPARTMENT.

No. 1094.

From

The Board of Revenue
(Land & Revenue)

Ent N^o 1092.

Transferred to the
Public Works Department
(Railway Branch).

Dated 5th 3 July/90.
Received

Enclosures 1.

No. 762 his.

SUBJECT.

Submitting to Govt.
for approval & publica-
tion notification for
acquisition of certain
land in Anasapur taluk
required for Gunakal
Villa puram Ry.

Frank George
14th July/90

ak.

A. N^o 287 R dated 25th Febry 1890

Ordered that the noti-

fication be published in the Fort
St. George Gazette.

The Secy. Engr. for Govt.
Revenue Department
Collector of Anasapur

1664.

Govt. of Madras

PUBLIC WORKS.

18/6
18/2

Dated

Recd.

Encl.

GO. 28 July 1890 No. 28/K.

Land.

Whereas that the design
for the acquisition
of ~~the~~ ^{the} ~~the~~ in the
Ananthapur District
for the Villupuram
Quintahol Railway
has been published in the
Fort St. George Gazette.

100
3

18/6