

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 126/R

DATED 27th September

[Despatch Abstract.]

Stations. — approval of the Govt of India to the names and Code initials of certain — on the Bezurada-Godavari section of the East Coast Railway, Communicated to the Manager & Engineer-in-Chief, East Coast Railway, and to the agent & manager, His Highness the Nizam's Guaranteed State Railways.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1137-38	R	25-8-93				

FURTHER PAPERS.

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

27TH SEPTEMBER 1893, No. 1261 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS. PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 25th August 1893, Nos. 1137-38 R., Public Works.

Read again the following papers:—

G.O., dated 9th January 1893, No. 15 R., Public Works.

" " 24th " " 166 R. "

" " 14th February " " 311 R. "

Read also the following papers:—

Office-note to Secretary to Government, Revenue Department, dated 12th Jan. 1893, No. 95 C.

From the Acting Collector of the Kistna district, to the Secretary to Government, Revenue Department, dated Masulipatam, 20th January 1893, Dis. No. 92/Ver. of 1893.

With reference to G.O., dated 16th January 1893, Mis. No. 111, I have the honour to state that two of the stations referred to in paragraph 2 of the first Proceedings read therein belong to this district, and their names are given below both in English and Telugu.

2. The third station "Balparu" is not situated in this district. It probably belongs to Gódvári district, and I think its correct name is Kalaparru (కలపర్రు) in Ellore taluk, which adjoins this district and not Balparu:—

English.	Telugu.
Mustabada	మస్తాబాదా
Patapadu	పాతాపాడు

Mis. No. 309, Revenue.

Transferred to the Public Works Department.

2. With reference to paragraph 2 of the letter read above, the Collector of Gódvári is requested to report by return of post the correct spelling both in English and in Vernacular of the name of the station "Balparu."

FORT ST. GEORGE,
25th January 1893.

(Signed) R. C. C. CARR,
Under Secy. to Government.

Office-note to Secretary to Government, Revenue Department, dated 31st Jan. 1893, No. 419 C.
Letter to the Agent and Manager, His Highness the Nizam's Guaranteed State Railways, dated 31st January 1893, No. 420 C.

From the Collector of the Gódvári district, to the Secretary to Government, Revenue Department, dated Cocanada, 31st January 1893, No. 27.

In reference to paragraph 2 of G.O., Mis. No. 309, dated 23rd January 1893 (received 31st January 1893), calling on me to report by return of post the correct spelling both in English and in Vernacular of the name of station "Balparu," I have

the honour to state that I know of no such station here. What was probably meant is as the Collector of Kistna surmises, Kalaparru in the Ellore taluk. The correct spelling of this name both in English and in Vernacular is—

English	Telugu.
Kalaparru	కలపర్లు.

2. A copy of this letter has been sent to the Board of Revenue (Land Revenue).

Mis. No. 521, Revenue.

Transferred to the Public Works Department.

FORT ST. GEORGE,
6th February 1893.

(Signed) E. GIBSON,
Ag. Secy. to Government.

Letter to the Agent and Manager, His Highness the Nizam's Guaranteed State Railways, dated 16th February 1893, No. 661 C.

From the Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company (Limited), to the Secretary to Government, Public Works Department, Railway Branch, dated Secunderabad (Deccan), 22nd February 1893, No. 384 W.

With reference to your letter No. 661 C., dated 16th instant, I have the honour to state that Kalaparru is the correct name of the station, and I have accordingly entered it in the time-table.

2. I send you herewith a copy each of the working time-table and distance table which will afford you all the information required.

3. As for Patapadu station, I have to inform you that the name has since been altered to Tumileru river.

Letter to the Agent and Manager, His Highness the Nizam's Guaranteed State Railways, dated 7th March 1893, No. 1051 C.

" from the Engineer-in-Chief, East Coast Railway, dated 9th March 1893, No. 1489/469,

" to the " Agent and Manager, His Highness the Nizam's Guaranteed State Railways, dated 15th " 1247 O.
3rd May 1893, No. 1936 C.

From the Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company (Limited), to the Secretary to Government, Public Works Department, Railway Branch, dated Secunderabad (Deccan), 23rd June 1893, No. 1313 W.

With reference to your letter No. 1051 C., dated 7th March last, I have the honour to state that B.L.P. may be adopted for Kalaparru as code initials.

2. Tumileru river is a station at which trains only stopped to pick up line clears; you need not therefore include the name in the list you may submit to the Government of India as the station has since been closed.

Letter to the Agent and Manager, His Highness the Nizam's Guaranteed State Railways, dated 20th July 1893, No. 603 D.

From the Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company (Limited), to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Secunderabad (Deccan), 27th July 1893, No. 1605 W.

With reference to your letter No. 603 D., dated 20th instant, I have the honour to state that the code initials of Kalaparru station has already been altered to K.O.L. at the request of the Engineer-in-Chief, East Coast Railway.

Order—dated 25th August 1893, No. 1137 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its resolution No. 494 R.T., dated 16th September 1889.

[Here enter No. 1138 R., dated 25th August 1893.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Letter—from the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to Government of India, Public Works Department, Railway Branch (through the Director-General of Railways), dated 25th August 1893, No. 1138 R.

With reference to Government of India resolution No. 494 R.T., dated 16th September 1889, I am directed to request the approval of the Government of India to the spelling in English and in the vernacular and to the code initials of the names of the undermentioned stations on the Bezvada-Godavari section of the East Coast Railway:—

English.	Telugu.	Code initials.
Mustabada	ముస్తాబాదా	M.B.D.
Kalaparru	కలపర్లు	K.O.L.

Read also the following paper:—

From the Officiating Assistant Secretary to the Government of India, Public Works Department (Railway Statistics), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 13th September 1893, No. 369 R. Stat.

In reply to your letter No. 1138 R., dated the 25th August 1893, I am directed to communicate the approval of the Government of India to the names and code initials of the stations noted in the margin on the Bezvada-Godavari section of the East Coast Railway.

Mustabada	...	M.B.D.
Kalaparru	...	K.O.L.

ORDER—dated 27th September 1893, No. 1261 R., Public Works.

Communicated to the Manager and Engineer-in-Chief, East Coast Railway, and to the Agent and Manager, His Highness the Nizam's Guaranteed State Railways, for information.

(True Extract.)

(Signed) . F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, His Highness the Nizam's Guaranteed
State Railways, through the Consulting Engineer for Railways.
" Engineer-in-Chief, East Coast Railway.
" Examiner, East Coast Railway Accounts.
" Revenue Department.
" Military "
" Public "
" Inspector-General, Railway Mail Service in India.
" " of the Post Office in India.
" Postmaster-General, Madras.
Editors' Table.

Govt. of {1893} Madras.
PUBLIC WORKS.

Kind

G.O., 27th Sept. 1893, No. 1261 R.

SEPTEMBER.

Stations

Approval of the Government of India to the names and code initials of certain — on the Bezwada-Godāvāri section of the East Coast Railway, communicated to the Manager and Engineer-in-Chief, East Coast Railway, and to the Agent and Manager, His Highness the Nizam's Guaranteed State Railways.

Very respectfully
No. 95 C. PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station Madras date 12 January 1893

OFFICE NOTE.

From *R.*

To *Mr. Secy. to Gov. R. R. Duple.*

No. 95 C of 12-Jan-1933.

With reference to
P. W. D. & O. No. 15 H. 2/7/73
the undersigned has the
honour to request that the
spelling of the names of the
stations referred to therein
may be furnished as early as
possible as the ~~Madras~~ British
Rajahmundry section of
the East Coast Railway will
probably be opened on 1st
February next. The Agent
& Managers of S. S. the Mysore
& State Railway require this
information at once for the
notice to be given to the
passengers.

M. J. 12/1

Info despatch 12.1.93.

Dis. N^o 92
Per 1893.

Office of the
Collector and Magistrate
Masulipatam
Kistna District
20th January 1893.

From

J. N. Atkinson Esq.
Esq. Collector, Kistna District

The Secretary to Government
Revenue Department
Fort St. George.

Sir

With reference to Government Order
dated 16th January 1893, N^o 1111, I have the
honour to state that two of the Stations referred
to in para 2 of the first Proceedings read there-
in belong to this District, and their names are
given below both in English and Telugu.

2. The third Station "Balpam" is not situated
in this District. It probably belongs to Godavari
District and I think its correct name is
Halaparn (హలపర్న) in Ellore Taluk, which
adjoins this District and not Balpam.

English

Mustabada

Patapadu

Telugu

మస్తాదా

పాతపాడు

I have the honour to be
Sir

Your most obedient Servant
(Sd) J. N. Atkinson
Esq. Collector

Current Number 606

Endowment No 309 hms

From

The Collector

Kishna District

Recd: 27.1.93

Dated 20th January 93.

Received 25th ..

Enclosures hnd.

No. 93
922 of 93.

SUBJECT.

Stating that two of the stations, under reference to G.D. 16-1-93 No III hms, are in the District and surmising that the third might be in Godavari Dist.

Transferred to the Public Works Department.

2. With reference to para 2 of the letter read above, the Collector of Godavari is requested to report by return of post the correct spelling both in English and in Devanagari of the name of the station "Balpara".

Recd

Under Secretary to Government.

For H. Genl.

25th January 1893.

The P.W. Dept.

Coln of Godavari.

No 14190

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station Madras date 31 January 1893.

OFFICE NOTE.

From R

To The Secy to Govt. P.W. Dept.

With reference to Revenue Department Endowment No 309 hms of 25 Jan 1893, the undersigned has the honor to request that reply regarding the spelling of the name Balpara may be expedited.

01/2

R

5/12

No. 420C

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE Agent & Manager

H. H. & Co. Mysore & Co.
Secunderabad

31 January 1893.

SIR,

With reference to
your telegram dated 11th
January 1893 to the Comy.
Engg. & Ry. I have the
honour to subjoin the
correct spelling of the
names of ^{the} stations
referred to in L. O. No.
15 H. of 9 January 1893.

English

Telugu

Mustabada

మస్తాబాదా

Patapadu

పాతాపాడు

The spelling of the name
Balpara will follow.

21/2

R

No 95-CA/12-1-93
15 Ref 9-1-93

No 419 C of 31 January
1893

No. 27

GODAVARI DISTRICT,
COLLECTOR'S OFFICE,
Cocanada, 31. 1. 1893.

FROM

A. W. B. Heggens Esquire.

Collector,

Godavari District.

TO

The Secretary to Government
Revenue Department.

SIR,

Madam.

In reference to para 2 of G.O. No ³⁰⁷ 25.1.93
(received 31.1.93) calling on me to report by return
of post the correct spelling both in English and
in Vernacular of the name of station "Balparu",
I have the honour to state that I know of no such
station here. What was probably meant is, as
the Collector of Krishna surmises, Kalaparnu in
the Eluru Taluk. The correct spelling of this name
both in English and in vernacular is -

English.

Telugu.

Kalaparnu.

కలపర్ను.

2. A copy of this letter has been sent to the
Board of Revenue (Land Revenue).

I have the honor to be,

Sir,

Your most obedient Servant,

W. H. Phillips
Asst. Collector.

No 420 Cal 31 - January
1893

Feb. 20 1893

E

No. 1148

Revenue {1893} Department.

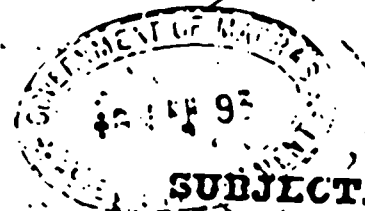
Current Number 1013

From
The Collector,
Goularari District.

No. 1132 R 4 22-10-89 ✓
- 15R - 9-1-93 ✓
- 95C - 12-1-93 ✓
- 419C - 31-1-93 ✓
- 420C - 31-1-93 ✓

No. 27

Dated 31st Jan 1893
Despatched 31st Jan 1893
Received 7-2-93



Reporting on the correct
spelling of the Railway
Station Kalaparru,
near Pudukkottai.
Encl (mis) No 521

Transferred to the Public
Works Department.

Libra
as Secy. to Govt.
Res. Dept.

List
6 Feb 93: 6 Feb 1893

5472

No. 687C

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Agent, Mysore

H. H. the Mysore S. B. R.
Secunderabad
16 February 1893.

SIR,

In continuation
of my letter No. 420C,
dated 31st January 1893,
I have the honor to inform
you that, from a report
received from the Collector
of the district, there is no such
station as "Kalparru" & that
what is probably meant
is "Kalaparru" & the
which is the correct
spelling in English & the
vernacular of the name
of this station.

1. I shall be glad if
 you will furnish me
 some ~~as early as possible~~ with
 the Code initials and
 distance from Mysore
 of the stations ~~Simastode~~
 & Kalaparni ~~dis. that~~
 for the temporary siding at
 Datapadu, and for any further
 information on the subject of the
 latter station which
 does not appear
 in the ~~Time Table~~ ^{DR}
 Table under approval

DR

No 681C of 16 Febry 1893

420 of 31.1.93
 419 of 31.1.93
 552 of 12.1.93
 Co. 15 of 9.1.93
 1182 of 22.8.87

DRH

His Highness The Nizam's Guaranteed
 State Railways Company, Limited. *Heau Coll*
No 384M Secunderabad (Deccan) 22nd February 1893 *W. H. S. 93*

From The Agent and Manager
 To The Secretary to Govt.
 P. W. D (Rys)
 Madras.

Enclosures	Reference
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Sir,
 With reference to your letter No 681 C.
 dated 16th instant, I have the honor to state
 that Kalaparni is the correct name of the Station,
 and I have accordingly entered it in the Time
 Table.

2. I send you herewith, a copy each of
 the Working Time Table & Distance Table which
 will afford you all the information required.

3. As for Datapadu station, I have
 to inform you that the name has since been
 altered to Tumileru River.

I have the honor to be
 Your most obedient servant
Heau Coll
 Agent & Manager

2.
a
a
u
a
f
f
f
h
h
h
h
h

REGISTER
No. 292
FILE
A2

Rev: 24.2.53

~~C~~

Q. W.

**PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.**

To
THE Agent & Manager
M. H. the Nigerian B. B. Co.

A. H. the Magnificent B. H. H.

7th March 1893.

SIR

With reference to the

your letter, no. 384, W. date
22nd February 1893. I have
the honor to point out that
the Code initials K. A. A. G.
to the Station Kalapavani
is the same as that already
given for Kaurara on the
Great Indian Railway as
you will see on pag 26 of the
pamphlet embodying the
stations and Indian Rail
connected up to the 30th June
1892. I shall be glad by
your.

Your assigning code initials
other than those to be found
in the pamphlet referred
to above.

2. I would also point
out that the name Jumi.
Ker's has been used
in the period since - letter
printed in G.O. No. 311 R. of
14 February 1893 and to ~~be~~^{ask}
whether this should be omitted
in the list of stations to be
forwarded to India for approval.

No. 1051 Cdf 7 - Branch
1893

2893

M/3
OR

10681 Cdf 16-2-93

1420 Cdf 31-1-93

419 Cdf 31-1-93

95 Cdf 12-1-93

311 Rdf 14-2-93

15 Rdf 7-1-93

1132 Rdf 22-10-89

In your reply please quote
the number and date of
this letter.

No. 1489
469

M/3

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

To

THE Joint Secretary to the Govt. of Madras,
Public Works Department,
Railway Branch.

Dated Waltair, the 9 March 1893.

Sir,

With reference to Government Order no. 15 R.
dated 9th January 1893, I have the honor to
request that the correct spelling both in
English and vernacular of the names of the
two stations, Mustabad and Balphore, may
be communicated as early as possible.

I have the honor to be,
Sir,

Your most obedient servant,

Wm. H. Spring
Engineer-in-Chief,
East Coast Railway.

C
10

1237C

No. 1237C

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Engineer in Chief
East Coast Railway

15th March 1893.

SIR,

With reference to your
letter No. 1489 dated 7th March
1893, I have the honor to submit
the correct spelling of the names
of the stations alluded to. The
name "Balparan" has been altered
to "Kalaparni", owing to the Collector
of Madurai having reported that
there is no such station as
Balparan, that what is properly
meant is Kalaparni.

English	Tamil
Mudabada	மதுபாடா
Kalaparni	கலாபர்னி

0170

F. H. M.
14/3

12

1237C 7-3-93

No. 1936C

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Agent & Managers

M. N. & Co. Engineers

3rd May
Calcutta 1893.

SIR,

I have the honor to
request the favor of an
early reply to my letter
No. 1057 C, dated 7th March
1893 asking for other code
initials other than those
already given to the Station
Khalaparam; also the informa-
tion required regarding Tumkur
River.

Ry 5793 J. M.
27
4 R

DESPATCHED
JUN 03

C / *Write*

*Give C.C.P. 16.1.12
in Press. 27/12*

No. 1237 C of 15th March
1893

B. C. 10 15 Rd 9-1-93
1051 C of 7-3-93
681 C of 16-2-93
420 C of 31-1-93
419 C of 31-1-93
95 C of 12-1-93
311 Rd 14-2-93
1132 Rd 22-10-93

No. 313

From

THE AGENT AND MANAGER,
H. H. the Nizam's Guaranteed State Railways Co., Ltd.

To

THE Secretary to Government
P. W. O. Rly. Branch
Madras.

Dated Secunderabad, (Deccan) 23rd June 1873.

Enclosure.

REFERENCE.

Sir,

With reference to your letter
P7057C dated 7th March last, I have the
honor to state that B. L. P. may be
adopted for Kalaparnu as code initials.

2. Tumilern River is a station at
which trains only stopped to pick up
line clears; you need not therefore include
the name in the list you may submit
to the Govt. of India as the station has
since been closed.

I have the honor to be,
Sir,
Your most obedt. servant,
C. C. C. C.
Agent & Manager.

V. 26

4. 1. 1. 2. 1.
sent to B. 2.
under file on
22. 4. 93.

5711

Recd. 26.6.93

chr. 5/11

No. 603D

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH

To

THE Agent & Manager

At the Kizhambet S.D.

20th July 1893.

Sir,

With reference to
your letter no. 131320,
dated 23rd June 1893, I
have the honor to enquire
whether you have any
objection to adopt the
initials C.I.V. instead
of B.I.P. for the name
of the station Kalaparni
as the ^{proposed} initials
will be more in keeping
with the pronunciation
of the name.

Yr. Obedt. Servant

19
7

D. P. 12

P. W. O. No. 162.
7-7-93-2,000.

C. G. No. 4.

No. 165W

From

THE AGENT AND MANAGER,

H. H. the Nizam's Guaranteed State Railways Co., Ltd.

To

THE Joint Secretary to Govt.

P. W. Dept. Rly.

Madras

Dated Secunderabad, (Deccan) 27th July 1893.

Enclosure.

REFERENCE.

Sir,

With reference to your letter
N. 603 D dated 20th instt, I have the honor
to state that the code initials of Kalapam
Station has already been altered to K. C. R.
at the request of the Engineer-in-Chief
East Coast Railway.

I have the honor to be,
Sir,

Yours most obedt. Servt.,

P. S. S. S.

Agent and Manager.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
Read the following

G.O. No. 15 R. 9 9 January 1893.

Readers:-

Telegram from the Agent and } dated 11th January '93.
Manager of the Nizam's G.S. & C. Ry.

Ends in the Revenue Dept. No. 309 Mis. dt 25 Jan'y '93.
Ends in the Revenue Dept. No. 521 Mis. dt 6 Feb'y 1893.

Recd: 1-8-93

Ordered to be forwarded
to the Government of India
with reference to its Resolution
No. 494 R.T. dt 16 Sept 1889.

H.E. No. Rdt February 1893

To the Secy to the Govt of India
P.W. Department.

- To ER.
- C.R.
- Revenue Dept
- Post-Master General Madras
- Military Dept
- Public Dept
- Engrs. in Ch. E. C. Ry.
- Engrs. C. Ry. Andrs.
- Editors Table

Recd
1893
19 Feb

Sir, With reference to Govt
of India Res. No. 494 R.T. dated
16 September 1889, I am directed
to forward herewith, copy of
Proceedings of this Government
No. Rdt February 1893, and
to request approval to the spelling
in English and the Vernacular of
the names of the ~~stations~~ ^{stations}
under-noted stations on

English

the
English

the Bezvada - Godavari section
of the East Coast Railway -

English	Telugu
Mustabada	మస్తాబా
Pabapadu	పాబాపాడు
Kalapadu	కలపాడు

Recd
10/1/93
for S.R.

12/1/11

Mr. Wilford
A draft order has
been passed on these papers
asking India's approval
to the names proposed; but
to make the papers complete
I think we should ask
for their code initials
in advance from Mysore
before sending information
to India. I have drafted a
letter to H. M. N. C. S. Ry &
approval
14/1/11
14/2/93

I am sorry to trouble you again.
In L. C. No. 15 R of 9 Jan.
1893 (Slip A) we an-
nounced the additional stations
at Muzfabad & Balpore & a
temporary siding at Palapad.
In paper marked B the collector
verified the first ^{the third} names.
The spelling of which was found
to A. M. N. C. S. R. (Slip C)
In letter marked D verified
the ~~the~~ second name. Kalapam
& the spelling of this station
was communicated to A. M.
N. C. S. R. (Slip E) & his
attention was drawn to the
name Palapad which
~~was~~ we said did not appear
in the revised time table
printed in L. C. 311 R of 14 Feb 93.
(Slip F) A. M. N. C. S. R. has
then reported that the name
Tumilern Koot was substituted
for Palapad. but even the
new name does not appear
in the revised time table
in the L. C. quoted above &
was erased by the Genl.
the old time table when authority
was given. Orders are now
being considered
not a

Station, it should be on
in the papers to be for-
warded to India if not the
Revenue Department must
be asked to supply the name
appearing in the
working table - table or
distance table furnished
by the Agent & Manager.

OK
2/3/93

In the draft to H.M.
to India passed by H.M.
(Clk G) Palapadw is
given.

OK
2/12/93

FROM

Mem. 9/2 B. 11/7

B. No 1137 R of 25 Sept 93

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

20

again
Read the following

Progs. of the Madras } H.B. No. 15 R of 9 January 1893
Govt. P. W. Depto. }
- do - do - do - 166 R of 24 - do -
- do - do - do - 311 R of 14 Feb. 1893.
Read also

Office note to Secy to Govt. } 95 C of 12 January 1893.
Revenue Depto. }

Endorsement from the } 309 R of 25 - do -
Revenue Depto. }

Office note to Secy to Govt. } 419 C of 31 - do -
Revenue Depto. }

Letter to the Agent & } 420 C of 31 - do -
Manager of the Mysore }
Rly. }
Endorsement from the } 521 R of 6 Feb. 93
Revenue Depto. }

Letter to the Agent & Manager } 681 C of 16 - do -
of the Mysore Rly. }

Letter from do do do } 384 W of 22 - do -
do do do }

Letter to do do do } 1057 C of 7 March 93
do do do }

Letter from the Eng. in. Ch. } 1489 of 9 - do -
East Coast Railway }

Letter to do do do } 1237 C of 15 - do -
do do do }

Letter to Agent & Manager } 1936 C of 3 - do -
of the Mysore Rly. }

1313 W of 23 June 93
1023 D of 20 July 93
A.S.

Ordered to be forwarded
to the Govt. of India with
reference to its Resolution
No. 494 R. T. 7 16 Sept. 1889

Aug 25
H.E. No 1138 R 725 July 1893

Thru the Director General of Rps

To
The Secretary to Govt. of India
P. W. Dept.

Sir
With reference to Govt.
of India Resolution No. 494 R.
dated 16 September 1889, I
am directed to request the
approval of the Govt. of India
to the spelling in English and
in the vernacular & the
code initials of the names
of the undermentioned stations
on the Bezabada-Godavari section
of the East Coast Railway.

English	Telugu	Code initials
Mustabada	మస్తాబాదా	M. B. D.
Kalaparru	కలపార్రు	K. O. L.

All communications
should be addressed to
the Secretary.

No. 369 R. Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY Statistics.

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

Simla, the 13th September 1893.

Sir,

In reply to your letter No. 1138 R. dated the 25th
August 1893, I am directed to communicate the approval of
the Government of
India to the names
and code initials
of the stations
noted in the margin on the Bezabada-Godavari section of the
East Coast railway.

I have the honour to be,

Sir,

Your most obedient servant,

H. Brandenburger

Captain, R.E.,

Assistant Secretary.

Documents accompanying.

A. No 1261 R 27-9-93

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
Read the following

Progs. of the Stat. } H.E. No. 1139-38 R 25 Aug 93
Govt: P.W. Depto: - }

Read also

Letter from the Govt } H.E. No. 369 R. Stat 27/13/93
of India P.W. Depto: - }

Communicated

to the Manager & Engineer
in Chief East Coast Railway
& to the Agent & Manager
H.H. the Mysore & Bangalore
State Railway for information

M 4
27
9

Letter to the Manager & Engineer
in Chief East Coast Railway
from the P.W. Depto.

Letter to the Manager & Engineer
from the P.W. Depto.

Recd. 23.9.93

A.

No 1261 R 27-9-93

A
h. 126158 27.9.93.

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 1160 - 61-R

DATED 29th August

[Despatch Abstract.]

Booga + Benjair Bridges

Revised estimates of Rs 31,155 and Rs 1,24,682
for strengthening the weak girders of the
— respectively, ordered to be forwarded
for the sanction of the Govt of India

Idg for sanction revised estimates of
Rs 31,155 + Rs 1,24,682 for strengthening
the weak girders of the — respectively.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.
	1271	R	5-10-93

29TH AUGUST 1893, .No. 1160 B., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Agent and Manager, Madras Railway, 29th July 1893, No. E. 309/661.

ABSTRACT.—Forwarding for sanction a revised estimate for strengthening the weak girders of the Cheyair bridge.

From the Agent and Manager, Madras Railway, 29th July 1893, No. E. 284/662.

ABSTRACT.—Forwarding for sanction a revised estimate for strengthening the weak girders of the Booga bridge.

ORDER—dated 29th August 1893, No. 1160 R., Public Works.

Ordered that the Government of India be requested to sanction the revised estimates.

[Here enter No. 1161 R., dated 29th August 1893.]

(True Extract.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, through
the Consulting Engineer for Railways.
„ Examiner of Railway Accounts.

Exd. O. A. Munisway.
Bpare Copies

RAILWAY.

Gobt. of {1893} Madras
PUBLIC WORKS.

Dated August, 29th.

Recd.

Encl.

G.O., 29th Aug. 1893, No. 1160 R.

AUGUST.

Booga and Cheyair Bridges

Revised estimates of Rs. 31,155 and Rs. 1,24,682 for strengthening the weak girders of the — respectively, ordered to be forwarded for the sanction of the Government of India.

29TH AUGUST 1893, No. 1161 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. R. UPCOTT, Esq.,

Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

With reference to your letters, Nos. 1179 R.C. and 1206 R.C., dated 21st and 27th October 1892, communicating sanction to estimates, amounting to Rs. 25,909 and Rs. 1,06,986, for strengthening the weak girders of the Booga and Cheyair bridges respectively on the North-west line, Madras Railway, I am directed to forward herewith revised estimates for the above work on these bridges allocated as under:—

						Capital	Revenue	Total
						RS.	RS.	RS.
Booga bridge	...	...	...	...	...	30,903	252	31,155
Cheyair bridge	...	...	...	...	...	1,22,722	1,961	1,24,683

and to request the sanction of the Government of India to the required outlay, viz., Rs. 31,155 and Rs. 1,24,683, the excess being over 10 per cent. of the original estimate.

2. The excess chiefly in the cash portion of the original estimate is attributable to several causes.

At these bridges the old girders dismantled from the Thootha and Pápaghni bridges and used for strengthening purposes were found to require extensive repairs, the nature of which could not be ascertained until they had been removed from the old bridges and thoroughly examined. A large portion of the flanges were bent and had to be straightened while a considerable number of loose rivets had to be replaced to render these girders sound and fit for use.

The strengthening of the cross beams and fitting them in position on the main girders was, it is reported, attended with much difficulty and delay inasmuch as the disposition of rivets on the top flanges of the original and added girders differed for each cross beam and this enhanced the cost of this item in the original estimate.

The work of connecting the original and added girders to afford the altered conditions of support for the cross girders has been unavoidably protracted owing to the limited intervals of time available for executing this work between trains. The roadway for a whole span has to be disturbed to admit of the strengthening work proper to be put in hand and then made secure again for a train to pass. These intervals vary from 6 to 1½ hours according to the number of special trains run and

on several consecutive days the train service completely arrested the progress of the work. The new time-table, moreover, issued on the 1st July, has made matters worse in this respect. Under such unfavorable conditions it will be seen that the wages of workmen and the salaries of subordinate staff must unavoidably render the work far more costly than was originally anticipated and to this cause the excess is mainly due.

I have the honour to be,

Sir,

Your most obedient servant,

Joint Secy. to Govt., P.W.D.,
Railway Branch.

OOTACAMUND,
29th August 1893.

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated Aug 1, 29th.

Recd.

Encl.

29th August 1893, No. 1161 R.

AUGUST.

Booga and Cheyair Bridges

Forwarding for sanction revised estimates of Rs. 31,155 and Rs. 1,24,682 for strengthening the weak girders of the — respectively.

(No. III.)
No. E309
661

5,000-15-389

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 29th July 1893.

From

The Agent and Manager,

M. R. Co.,

The Consulting Engineer for Railways,

Madras.

Sir,

CR 31/7/93
With reference to G.O. 1st 2601 & dated 4th November 1892, forwarded with your letter 1st 964 of the 5th idem, communicating the sanction of the Government of India to the estimate for strengthening the weak girders of the Cheyair Bridge, I have the honour to forward herewith, in duplicate, a revised estimate for the above work, and to request that the sanction of Government may be conveyed to me for the required outlay — Rs. 1,24,683, chargeable in the proportion of Rs. 1,22,722 to Capital and Rs. 1,961 to Revenue.

For explanation of the causes which have rendered the submission of the revised estimate necessary the Chief Engineer writes as follows:—

I desire to point out that the anticipated excess chiefly in the cash portion of the original estimate, is

2
'attributable to several causes.

At the Cheyair Bridge the old girders dismantled from the Shootha and Papaghni bridges and used for strengthening purposes, were found to require extensive repairs, the nature of which could not be ascertained until they had been removed from the old bridges and thoroughly examined. A large portion of the flanges were bent and had to be straightened, while a considerable number of loose rivets had to be replaced to render these girders sound and fit for use. This work has involved an expenditure of Rs 9000/- which could not be foreseen when the original estimates were framed.

The strengthening of the cross beams and fitting them in position on the main girders was attended with much difficulty and delay, inasmuch as the disposition of rivets on the top flanges of the original and added girders differed for each cross beam, and this enhanced the cost of this item as provided in the original estimate.

Lastly, the work of connecting the original and added girders to afford the altered conditions of support for the cross girders has been unavoidably protracted owing to the limited intervals of time available for executing this work between trains. The roadway for a whole span has to be disturbed, to admit of the strengthening work proper to be put in hand, and then made secure again for a train to pass. These intervals vary from 6 to 12 hours according

MADRAS RAILWAY.
From
The Agent and Manager,
M. R. Co.,
The Consulting Engineer
for Railways.
Dated
Recd.
No.

MADRAS RAILWAY.

From

The Agent and Manager.

The Consulting Engineer

for Railways.

To
Dated
Recd.

No.

3
"19
According to the number of special trains run, and on several consecutive days the train service completely arrested the progress of the work. The new time-table moreover issued on the 1st July has made matters worse in this respect. Under such unfavorable conditions it will be readily seen that the wages of workmen and the salaries of subordinate staff must unavoidably render the work far more costly than was originally anticipated, and to this cause the excess is mainly due."

3. Information as to provisions in the Budget and date on which sanction will-lapse is given on the Estimate.

I have the honour to be,

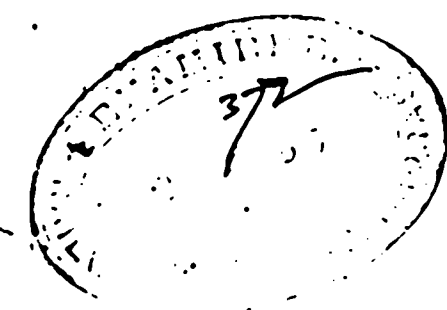
Serv,

Your most obedient servant,

A. G. S. S. S.
Agent & Manager.

7495
 REGISTRE
 NA 778
 FILE

From MADRAS RAILWAY
 To The Agent and Manager,
 M. T. Co.,
 The Consulting Engineer
 for Railways
 Dated 188
 Recd.
 No. Rd. 31. 8. 93.
 E. 1



OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
 Madras, 1st August 1893.

No. 1645

OFFICE NOTE.

Subject. Letter from the Agent and Manager ^{Madras} Railway, No. F. 309
861
 Revised Estimate dated 29th July 1893, forwarded to the Examiner of Railway
 for strengthening Accounts for favor of check as to allocation and budget
 the weak provisions
 of the Chayer Bridge.

McNeill
 for E.R.

9/8/93.

EXAMINER'S REPLY.

The cost of overhauling and repairing old
 girders increases the cost of the old girders received
 from other bridges to Rs 38,000; if this is not in excess
 of the value of new girders and if Revenue has not
 been overcredited, the estimate appears in order.

The original and revised estimates compare
 as under:-

Revised estimate - - - -	Rs 1,24,683
Original - - - - -	" 1,06,986
Revised more by Rs	<u>17,697</u>

20 for immediate visit
 and other bridge certified
 2/11/93

Kee

The excess being over 10% of the original estimate sanctioned by India, that Government sanction is required for the Revised Estimate. Funds not provided for in Schedule A are available from Schedule B of Budget.

1893-94.

7-8-93.

Swiggest

C. R.

RA

(No. 111.)
No. E 284
662

5,000-15389

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 29th July 1893

From

The Agent and Manager,

M. R. Co.,

The Consulting Engineer for Railways,

Madras.

Sir,

CR 31/7

With reference to G.O. No. 2643 & dated 7th November 1892 forwarded with your endorsement No. 1005 of the 16th idem, communicating the sanction of the Government of India to the estimate for strengthening the weak girders of the Booga Bridge, I have the honour to forward herewith, in duplicate, a revised estimate for the above work and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 31,155/-, chargeable in the proportion of Rs. 30,903 to Capital and Rs. 252 to Revenue.

2. The causes that have led to the excess expenditure on this work are identical with those

The

those mentioned, in connection with the revised estimate for the Cheyair Bridge, in this Office letter N^o E. $\frac{309}{861}$ of this date.

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

I have the honour to be,

Sir,

Your most obedient servant,

A. Edmunds.
Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer
for Railways.

Date

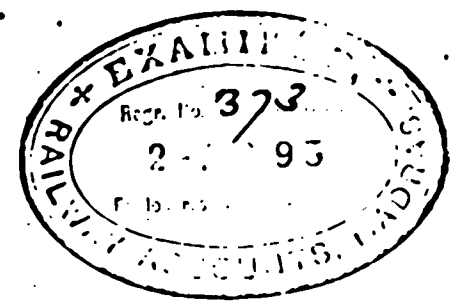
188

Recd.

No.

7496
779
FILE

Form No. 21.



OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 1st August 1893.

No. 1646

OFFICE NOTE.

MADRAS RAILWAY.

From
The Agent and Manager
To
The Consulting Engineer
for Railways.

Date
Recd.
No.

Recd 31-8-93
8.1

Subject. Letter from the Agent and Manager Madras Railway, No E 284
662
Revised estimate dated 29th July 1893, forwarded to the Examiner of Railway
for strengthening Accounts for year of check as to allocation and
the least girders budget provision.
of the Bonga Bridge

McNeill
for E.R.

EXAMINER'S REPLY.

1. The cost of overhauling and repairing old girders increases the cost of the girders obtained from the Kollavanka bridge to about Rs. 11,000. If this is not in excess of the value of new girders and revenue has not been overcredited, the estimates appear in order.
2. The revised and original estimates compare as under.
Revised estimate - Rs. 31,155
original - " - " 25,909
Revised more by - 5246.

*Value of girders 3: 11,000
and would be about 5,723
3,376 would be 11,000 - 5,723 = 5,277
cost of new girder selected at 11,000 minus 5,277 = Rs 5,723*

E.R.

The

The excess being over 10% of the original estimate sanctioned by India, the sanction of that Government to the revised estimate is necessary.

Funds to cover the expenditure not provided in schedule A are available from Schedule B of Budget 1893-94.

7.8.93

L. Agn. for

C.H.

978

21/9/93.

Revised estimate of expenditure to India - quoting reasons from E 209/661. Agents letter 2/11/93. 4/8.

NOTE.

Letter from Agent & Manager No. E 284/662, dated 29th July 1893.

Name of Estimate. Strengthening the weak girders of the Bonga Bridge.

Amount of Estimate. Rs 30903 (Capital)
252 (Revenue)
Rs 31155

Allocation of Estimate.	Capl	Store	Total
	R	R	R
(a) "	11	5730	5741
(b) 5083	10574	15657	
(c) 7802	1703	9505	
	<u>12896</u>	<u>18007</u>	<u>30903</u> Capital

Budget provision. (d) 252 nil 252 Revenue
(a) Spent during 1892-93.
(b) From item 3 Schedule A Budget 1893-94.
(c) From Savings on Schedule B Budget 1893-94. page 11.
(d) From Revenue Budget Schedule C. page 24.

Necessity for work. Due to certain defects in the old girders.

7.8.93
S.

What interest is to be paid
of the bridge?

Or
Eighty six feet span.

Put up the Pat. structure
Price list of bridge.

8.1.11

No.

W E R 17-11-11

Reminders

The cost for new bridge about
1,03,929 Rs. The value of
the new bridge being put at 1.67 lakhs
(in hundred). The price of one
span is still put at 1.67 lakhs
which is (including in material)
about 5,000 Rs. or for the 8 spans
40,000 Rs. The deduction is
40,000 Rs. consider 20,000 Rs.
as value for the
bridge.

From person of who is this
order?

This document affords the
estimate or premium
but will possibly be
the subject of a
reclamation receipt

W E R

To 1160 R 29 Aug 1893.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

2 P

Read the following

{ Letter from the Agent } H.R. No. $\frac{E309}{661}$ of 29 July 1893
{ Manager Madras Railway }
Go ——— Do ——— $\frac{E284}{662}$ of 29 — —

DESPATCHED
12 SEP. 93

To A. M. L. S. ER
C.R.

RECEIVED
12 SEP 93

Ordered that the
Govt. of India be requested
to sanction the revised estimate.

24

H.R. No 1161 R 29th Aug 1893

To Secretary to the Govt. of India
P. W. Department

Sir,
With reference to your
letter Nos 1179 R.C., and 1206 R.C.
dated 21st and 27th October
1892, communicating sanction
to estimates amounting to Rs 25,989
and Rs 1,06,986 for strengthening
the weak girders of the Booga
and Chayni bridges respectively
on the North West Line, Madras
Railway

29 Aug

Railway, I am directed to forward herewith period estimate for the above work on these bridges allocated as under

	Est.	Rev.	Total
Booga Bridge	30,903	252	31,155
Chejeri - do -	1,22,722	1,961	1,24,683

It is requested the sanction of the Government of India to the required outlay viz Rs 31,155 and Rs 1,24,683, the excess being over 10 per cent of the original estimate.

2. The excess chiefly in the cost portion of the original estimate is attributable to several causes.

At these bridges the old girders dismantled from the Thorha & Papaghni bridges and used for strengthening purposes were found to require extensive repairs, the nature of which could not be ascertained until they had been removed from the old bridges and thoroughly examined. A large portion of the flanges were bent and had to be straightened while a considerable number of loose rivets had to be replaced to

to render these girders sound & fit for use. 40

The strengthening of the cross beams and fitting them in position on the main girders was, it is reported, attended with much difficulty and delay, inasmuch as the disposition of rivets on the top flanges of the original and added girders differed for each cross beam and this enhanced the cost of this item in the original estimate.

The work of connecting the original and added girders to afford the altered conditions of support for the cross girders has been unavoidably protracted owing to the limited intervals of time available for executing this work between trains. The roadway for a whole span has to be disturbed to admit of the strengthening work proper to be put in hand, and then made secure again for a train to pass. These intervals vary from 6 to 1½ hours according to the number

number of special transport
on several consecutive days
the train service completely
arrested the progress of the
work. The new time table
moreover issued on the
1st July has made matters
worse in this respect. Under
such unfavorable conditions
it will be readily seen that
the wages of workmen and
the salaries of subordinate
staff must unavoidably
render the work far more
costly than was originally
anticipated & to this cause
the delay is mainly due.

A
Sp. 1160-61 R 27 Aug 93

FRM

24

may 1893
under the rule
11/1/93

DESPATCHED
12 SEP. 93