

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 133 ~~5~~

DATED 20th January

[Despatch Abstract.]

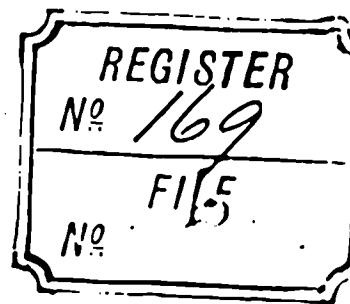
Platform at Mannar, Madras Railway

Revised estimate of Rs 5066 for a —
sanctioned.

[illegible]

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

Spare Copies



RAILWAY.
Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 20th.

Recd. Encl.

G.O., 20th Jan. 1893, No. 133 R.

JANUARY.

No 67 dt 25th January 1893.
Copy forwarded to A.M. for
info with ref. to his letter No. 5287
dt 21-12-92.

(Ind). A.D.G.S.

Stat form to Ck in no. 172
27-1-93

Platform at Manur, Madras
Railway

Revised estimate of Rs. 5,066 for a —,
sanctioned.

29/1/93
No. 6287
562
MADRAS RAILWAY.
AGENT AND MANAGER'S OFFICE,
MADRAS, 11th July 1892.
190/92
5000-16-3-88.
Ys, *Indra*

From

The Agent and Manager,
Madras Railway Company.

To

The Consulting Engineer for Railways,
Madras.

SIR,

With reference to Memo No. 67, Schedule I, of the last Official Meeting and Stores Committee, I have the honour to forward herewith an estimate, with plan No. 3116, for a platform at Manur and to request that the sanction of Government may be communicated to the required railway. Rs. 2,918/- chargeable to Capital.

2. This is one of the four platforms which it was determined should be supplied to selected trial stations during the current year.

3. The matter received the support of the Acting Agent and Manager at the official

Remarks by A. M. 21.8.01/91

"Met by a deputation. At present there is an old carriage body. A small waiting shed and a hut. Deputation was informed that a platform would be erected on north side of line. When this was paid for, further facilities would be afforded. Asked that grain might be carried as road goods and thrown out on the platform. This is left to J. M."

Remarks by J. C.

Platform to be given on north side -

In 712 W. H. C.
15. VIII. 91

Official meeting referred to above at which it was brought forward after discussion both on inspection and at an officers' meeting.

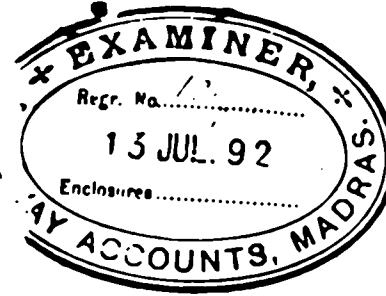
11. Information as to provision in the budget and date on which sanction will lapse is given in the estimate.

I have the honour to be,
Sir,

Your most obedt Servant,

J. M. S. M. S.

Agent & Manager.



OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 13th July 1892.

No. 1609

OFFICE NOTE.

Letter from the Agent and Manager ^{Secy} Railway, No. 8287/562 dated 11th July 1892, forwarded to the Examiner of Railway

Subject.

Accounts for powers of note as to allocation and

a platform at each station.

Retomlin
Lieut. R.E.,

for Consulting Engineer for Railways.

EXAMINER'S REPLY.

The Estimate is correct as to allocation, and within the powers of sanction.

Funds are available from the grant for unenclosed works. Schedule B. Budget 1892-93.

16-7-92

Dr. J. M. V.

OK

Prepare for Mr. J. M. V. - *see above*
Letting him see the letter to E.R. for sanction
to be sent to the Secy. also that the Secy. has
been rep. *McL.*

MADRAS RAILWAY.

The Agent and Manager,

M. R. Co.,

The Consulting Engineer

for Railways.

1892

Dated

No.

649

CONSULTING ENGINEER'S OFFICE,
Madras, 23rd July 1892.

To

THE AGENT *and Manager*
Madras RAILWAY.

Sir,

In reply to your letter, No. 587, dated
11th July 1892, I have the honour
to communicate the sanction of Government
to the estimated expenditure of Rupees
2912 *chargeable to Capital* of
for a platform at *Maunur*

Tad
18.vii.92

W
21/7

To E. R. *for sanction*

C R approves - it is an
upt to build per annum -
The D. C. remarks "It
must be done in the
short" -

W
21/7/92

No.

588

No. 1697 of 25.7.92
Inform Examiner of Railway Accounts in Statement form.

6000-16-3-89

1019

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

MADRAS, 6th December 1892.

From

The Agent and Manager,

Madras Railway Company.

off,

The Consulting Engineer for Railways.

Madras.

ask for further particulars
of ^{the} ~~estimated~~ referred to as to
enhanced cost of carriage
of ballast, also ask of
the rules & whereunto
^{SIR,}
into which ten yards had been
been received ^{from} the M. N.
when the original estimate was submitted.

The Agent and Manager,
Madras Railway Company,
Office:
The Consulting Engineer for Railways,
Madras.

With reference to your letter of
the 23rd July 1892 communicating
if he thinks
sanction to an estimate amounting to
Rs. 2,918/- for a platform at Mannar,
I have the honour to forward herewith
for the sanction of Government a revised
estimate for the above work amounting
to Rs. 5,066/- chargeable to Capital.
2. The estimate now submitted ex-
ceeds the original estimate by Rs. 2,148/-
which is thus accounted for by the
Chief Engineer:-

"The difference between the two estimates consists of expenditure to be

incurred

"incurred in consequence of the new
 "rules which prohibit earth for banks
 "being excavated within the station
 "compounded and necessitate its being
 "carried as ballast on Capital account
 "and this under present ruling has to
 "be charged at considerably higher
 "rates than formerly".

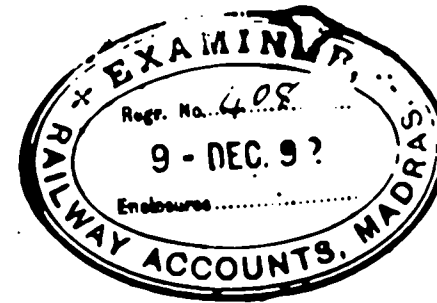
3. Information as to provision
 in the Budget and date on which sanction
 will lapse is given on the estimate.

I have the honour to be,
 Sir,
 Your most obedt. servant,
 A. Edwards
 Agent & Manager.

et al

1133

Form No. 21.



OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 8th December 1892

No. 2904

OFFICE NOTE.

Letter from the Agent, & Manager, Madras Railway, No. 8287
1019

Subject. dated 6th December 1892, forwarded to the Examiner of Railway
Accounts. *Revised Estimate for a platform at
Chennai.* *for favour of remarks.*

Re. Sanction

Leath R.E.,

for Offy. Consulting Engineer for Railways.

EXAMINER'S REPLY.

The Estimate is correct as to allocation and requires the sanction of the Local Government. Funds to the extent of Rs 2,148 (which is all that should now be provided) under cash are available from the grant for unsanctioned work, Schedule B. of Budget 92-93.

12. 12. 92

Agm 18/10
for E.A.
SL

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

for Railways

Dated

1892

By

No.

Letter to be in

1089 of 14.12.92

8.3
12845/12

MADRAS, 14th December 1892.

To

AGENT AND MANAGER, M. R.

No. 1099 Reply No. 1019 dated

SIR,

Reminders.

Subject.

With reference to
 your letter No. 2287 dated 6th
1019
 December 1892, submitting for
 sanction a revised estimate
 amounting to Rs. 5066 charge-
 able to Capital, for a platform
 at Manor station, I have the
 honour to request that you will
 be so good as to furnish me
 with further particulars of
 the recent ruling referred to
 by the Chief Engineer as to
 the enhanced cost of carriage
 of ballast.

2 I further wish to know
 if the rules prohibiting the

Excavation of pits in station
yards had not been resumed
by the officers of the Madras
Railway Co. when the original
estimate was submitted.

I shall also be glad
to be favoured with an expression
of your opinion if the ^{amount} ~~cost~~
of traffic at this station justifies
such an outlay of Rs 5000.

T.C.D. R.E.
14.11.92 92

Extract from the minutes of Officers' meeting
held on the 4th March 1892.

Para. 28. Ballast Engine charges on Capital
Account.

In accordance with Government of India Circular
No. 1000 Railway dated 9th August 1880 charges for
construction trains are in future to be included as
Public traffic train miles abstract I. They are
to be calculated on the total tonnage carried and
at 8 miles an hour on the time actually employed
by the Engineering Department. The rate per ton per
mile being 5 pice for construction materials.

(True Copy)

James M. A.
Agent & Manager.

M.A.

No. *E287*
1067

Madras
MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, *21st December 1892*

From
[Signature]

The Agent and Manager,
Madras Railway Company,

To

offg
The Consulting Engineer for Railways.

SIR,

With reference to your letter No. 1099 of the 14th instant, I have the honour to enclose an extract from the minutes of an officers' meeting held on the 4th March last having regard to the charges to be made for the carriage of ballast.

The Chief Engineer explains that under this ruling the amount paid for the carriage of the ballast required at Mannur was Rs 1,578 or about Rs 1160 more than would probably have been paid according to

Pa 5.1
12845/92

133/1
[Signature]

to the rule previously in force.

It is further explained that the rule prohibiting the excavation of pits in station yards was received after the original estimate had been submitted.

With regard to the third para: of your letter, I have the honor to state that the receipts at Manner up to the 30th June last were Rs. 1574.50 while the cost of working the station does not exceed Rs. 25/- per mensem. I am therefore of the opinion that the outlay of Rs. 5066/- is justifiable.

I have the honor to be,
Sir,

Your most Obedt Servt.

J. M. V. S.

Agent & Manager

one encl.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 27th December 1892.

Letter from the Agent and Manager,
Madras Railway, No. 2287 dated 6th
December 1892 with an enclosure
— do — No. 2287 dated 21st Decr 1892
with an enclosure

No. 897

SUBMITTED for the sanction of Government.

Letter No 586 of 23.7.92.

2 The Agent and Manager,
Madras Railway, submit a
revised estimate, in lieu of
that sanctioned by this office
in July last for Rs 2918/- for a
platform at Mannur
amounting to Rs 5066 charge-
able to Capital.

3. It is stated that the
difference between the two
estimates consists of expe-
diture to be incurred in
consequence of the new
rules which prohibit early
for

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

for Railways

Dated

1892

No.

On 3.2
12545/12

for banks being excavated within the station compound and necessitates its being carried as ballast on Capital account and this under recent ruling has to be charged at considerably higher rates than formerly.

4. It is further explained that under the present ruling the amount paid for the carriage of the ballast required at Maner was Rs 1878 or about Rs 1160 more than would probably have been paid according to the rules previously in force.

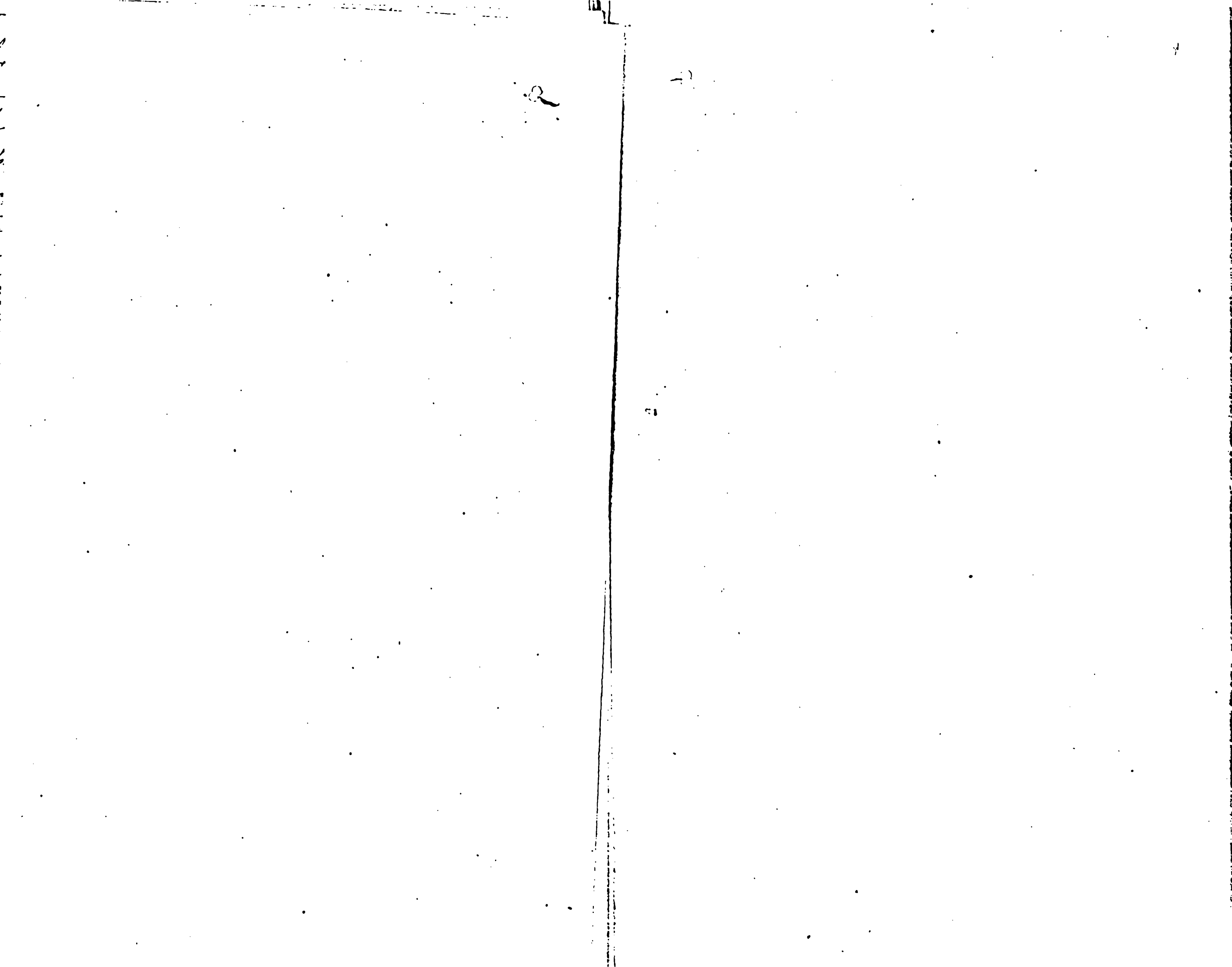
5. The receipts at Maner upto the 30th June last were Rs 11,545 while the cost of working the station does not exceed Rs 20 per annum.

6. Of Rs 3731 under the Cash portion, a sum of Rs 2148 is to be met from unsanctioned works.

Schedule

Schedule B Budget
1892-93 and sanction
will lapse at the end
of the 1st quarter after
the receipt of sanction.
Under the circumstances
stated above, the revised
estimate is recommended
for sanction. This will
cancel the original esti-
mate referred to in para 2.

A. D. G. Shetty ^{Cadre}
Inspector
for offy. Cond. Eng. for Rys
[Signature]



From
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 897

Dated 27th December 1892.
Received

No. of ENCLOSURES.

Subject.

Submitting revised estimate
for the platform at Manur with
recommendation for sanction.

A No. 133R & 20 Jan'y/93

^{14/11/92}
The revised estimate
amounting to Rs 5066 chye.
able to Capital for a plat-
form at Manur, Madras
Railway, is sanctioned in
view of that sanctioned
by the Consulting Engineer
for Railways in July last.
for No 2918 which should
be cancelled.

2. This sanction has
been registered as No 41 R
9/1892.93.

[Signature]
Offg R

To The Consulting Engineer
for Railways, Madras
- Ex. L. R. 133R

10

[For Heads of Departments only.]

Circular No. XXII Railway.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To
THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, AND NORTH-WESTERN PROVINCES
AND OUDH.
THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES AND BRITISH BURMA.
THE RESIDENT AT HYDERABAD.
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR GUARANTEED
RAILWAYS, CALCUTTA, LAHORE, AND LUCKNOW.
THE DIRECTOR GENERAL OF RAILWAYS.
THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT.

Simla, August 9th, 1890.

SIR,

It appears that there is at present a diversity of practice in regard to
the mode of dealing in the Revenue Accounts with the receipts from Construc-
tion trains—some Railways treating them as "Goods Earnings," and others
including them in "Sundry Receipts." With a view to ensure uniformity on all
Lines, I am directed to state that the receipts from such trains should, in
future, be credited under "Railway Materials for Construction" in Abstract I,
and not as "Hire of Stock" in Abstract K, the latter being intended to apply to
Stock hired off the line.

2. As regards "Tons lifted" and "Ton-miles" required to be shown
in Abstract I, I am to add that the figures should be estimated on the best
available data.

I have the honor to be,

SIR,

Your most obedient Servant,

F. FIREBRACE, Captain, R.E.,
Under Secretary.

Documents accompanying.
Nil.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

Circular No. XXII Railway.

Dated SIMLA, August 9th, 1880.

Received

Mode of dealing in the Revenue Accounts with
receipts, &c., from Construction trains.