

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 959-60.R

DATED 21st June

[Despatch Abstract.]

Open shed overloading bank at Raichur.

Revised estimate of Rs 5,880 for an — sanctioned and the revised estimate for a transhipping shed etc at the same station ordered to be forwarded for the sanction of the Govt of India.

Transhipping shed etc at Raichur.

Requesting sanction to the revised estimate of Rs 27,075 for a —.

[illegible]

FURTHER PAPERS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1128	R	25-8-93				

2. The chief cause of the excess in the case of the open shed and loading bank is that the timber supplied for the roof was found to be unseasoned and had to be replaced by a trussed roof.

3. The carriage of materials, which in revenue works is not generally entered in our estimates, was in this case insufficiently provided for and caused the estimate to be exceeded.

4. With reference to transshipping shed and the alterations and additions to sidings, it unfortunately happened that there were borrow pits which were not taken into account when the estimates were made and which necessitated much more earthwork than was provided for, and, as this was a capital work, the engine charges under recent ruling amounted to a far larger sum than was provided for. Owing to the made-up ground it was found that dry stone walling, as originally designed, was not suitable and masonry had to be substituted.

5. Again the original design so far as rail pillars were concerned was faulty and a large number of extra rails had to be used, and finally, as mentioned with regard to the former estimate, the carriage of materials was considerably under-rated.

No. 228
A.

Endorsement by the Consulting Engineer for Railways, dated 14th June 1893.
Transferred to the Joint Secretary, Railway Branch.

ORDER—dated 21st June 1893, No. 959 R., Public Works.

Under G.O., No. 918 R., dated 8th April 1892, an estimate was sanctioned for a transshipping shed, &c., at Raichūr, amounting to Rs. 20,096, chargeable in the proportion of Rs. 19,288 to Capital and Rs. 808 to Revenue, and under Consulting Engineer's No. 414 of 28th May 1892 an estimate was sanctioned for an open shed over loading bank at the same station for Rs. 4,280, chargeable to Capital.

2. The above estimates have been exceeded, and the Agent and Manager, Madras Railway, now submits revised estimates as follows:—

For transshipping shed—

	Rs.
Capital	26,267
Revenue	808
	27,075

and for open shed over loading bank—

Capital	5,880
----------------	-------

being in excess of Rs. 6,979 and Rs. 1,600, respectively.

3. The excess of Rs. 6,979, it is observed, is mainly due to the fact that there were borrow pits which had to be filled up with earth, to the carriage of materials having been under-estimated and to faulty design of rail pillars. The excess of Rs. 1,600 is due to the fact that the timber supplied was unseasoned and had to be replaced by a trussed roof.

4. The revised estimate, amounting to Rs. 5,880, for an open shed over loading bank, which is within powers of local Government, is sanctioned and this sanction has been registered as No. 6 R. of 1893-94; but the expenditure on the transshipping shed having exceeded the powers of the Madras Government, the estimate, amounting to Rs. 27,075, will be forwarded for the sanction of the Government of India.

[Here enter No. 960 R., Public Works, dated 21st June 1893.]

(True Extract.)

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

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

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated June, 21st.

Recd.

Encl.

G.O., 21st June 1893, No. 959 R.

JUNE.

Open Shed over Loading Bank
at Raichur

Revised estimate of Rs. 5,880 for an —
sanctioned and the revised estimate for a
transshipping shed, &c., at the same station
ordered to be forwarded for the sanction of
the Government of India.

21st JUNE 1893, No. 960 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 letter, No. 273 R.C., dated 20th March 1893, and
reminder of 29th May 1893, I am directed to forward, herewith, copy of Proceed-
ings of this Government No. 959 R., dated 21st June 1893, and to request the
sanction of the Government of India to the revised estimate submitted therewith for
a transshipping shed, &c., at Raichur, amounting to Rs. 27,075, chargeable in the
proportion of Rs. 26,267 to Capital and Rs. 808 to Revenue. The reasons for the
excess over the original estimate are explained in the Proceedings.

I have the honour to be,
Sir,
Your most obedient servant,

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

OOTACAMUND,
21st June 1893.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated June, 21st.

Recd.

Encl.

21st June 1893, No. 960 R.

JUNE.

Transhipping Shed, &c., at
Raichur

Requesting sanction to the revised estimate of Rs. 27,075 for a —.

All communications
should be addressed to
the Secretary.

No. 273 R.C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY Construction

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

Calcutta, 20th March 1893.

Sir,

I am directed to invite attention to item 51 of the list of open capital sanctions for the Madras Railway for the quarter ending 31st March 1893 received under cover of your No. 222 R dated 2nd February 1893, and to enquire when the revised estimate for the Transhipping Shed at Raichur Station will be submitted to the Government of India for sanction the expenditure to date having exceeded the powers of sanction of the Government

of

to

P. W. CURRENT No. 2931

of Madras.

I have the honour to be,
Sir,

Your most obedient servant,

D. S. Abbott

Under Secretary

HB
22/3/93.

Recd 27.3.93

27
3

FORM No. 7.

MADRAS, 5th April 1893.

To

Agent, S. I. R. & Mysore
Madras Railway

No. 299

Reply No.

, dated

SIR,

Reminders.

No. 299 dt 20.4.93.

608
29.4

WM 20/4

Subject.

With reference to
item 51 of the List of Open
Capital sanctions for the
Madras Railway for the
quarter ended 31st March
1893, embodied in G. O. No.
221 R. dated 2nd February
1893, I have the honour to
inquire when the revised
estimate for the Transporting
Shed at Raichur may be
submitted as the expenditure
up to date having exceeded
the powers of the Local Board,
the sanction of the Govt of India
to

to the estimate is necessary.

True
3/4

E.R.

Extract from a letter No. $\frac{675}{408}$ dated 20th April 1893
from the Chief Engineer to the Agent and Manager.

The causes which have led to the excess in the construction of these works have already been embodied in this Office letter No. 675/2568 of 1st March 1893, but I desire to add the following observations in further explanation:-

The design of the transhipping shed, in which old rails were used for both pillars and roof, was reluctantly accepted by us at the urgent recommendation of the Consulting Engineer at the time they were originally designed and submitted for sanction two years ago, and in the erection of the same type of buildings at other stations additional rails were found necessary to ensure the stability of the structure; and this procedure it was found desirable to adopt at Raichur also, but only subsequent to the date of approval of the estimates by the Great Indian Peninsula Railway authorities. Hence the excess on this item.

By a recent ruling, issued subsequent to the submission of the estimates the rate for the conveyance by ballast train of earth and ballast on Capital was enormously enhanced, and this expenditure on these works which amounts in the revised estimate for the latter work to Rs. 8389.4.0 is the principal item of excess, and as this could not be foreseen it is hoped that this explanation will be found satisfactory.

The other minor points in which the original estimates have been exceeded call for no special remark.

(True Extract)

Wm. S. M. S.
Agent and Manager.
25-5-93.

* Transhipping Shed.

Extract from a letter No. $\frac{675}{2568}$ dated 14 March 1893
from the Chief Engineer, M. R. C. to the Chief Engineer, G. I. P. Railway

The Estimate of the open shed and Loading Bank and that of the Transhipping shed at Raichur have been exceeded the former by Rs 1599-2-11 and the latter by Rs 6978-2-5

The Chief cause of the excess in the case of the open shed and loading bank is that the timber supplied for the roof was found to be unseasoned and had to be replaced by a trussed roof.

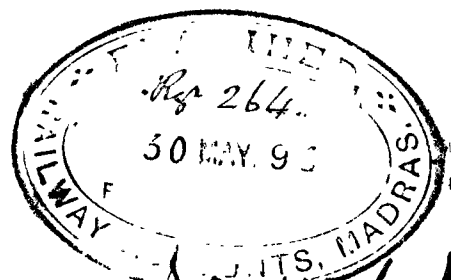
The carriage of materials which in Revenue works is not generally entered in our Estimates was in this case insufficiently provided for and caused the estimate to be exceeded.

With reference to Transhipping shed and the alterations and additions to sidings it unfortunately happened that there were borrow pits which were not taken into account when the estimates were made and which necessitated much more earthwork than was provided for and as this was a Capital work the Engine charges under recent ruling amounted to a far larger sum than was provided for. Owing to the made-up ground it was found that dry stone walling as originally designed was not suitable and masonry had to be substituted.

Again the original design so far as rail pillars were concerned was faulty and a large number of extra rails had to be used and finally as mentioned with regard to the former estimate the carriage of materials was considerably under-rated.

/ True Extract /

Wm's J M W.
Agent and Manager.
25-5-93.



No 1186 d/29-5-93

To C.R. for favour of

remarks.

CPM 29/5

for E.R.

To

E.R.

The estimate appears to be correctly allocated. but as the excess outlay has made the total exceed the powers of the Local Government, it requires the sanction of the Government of India.

I am, Sir,

Yrs. C.R.

11/6

508

(5 Encls.)

(A. & M. I.)

No 6276
448

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 25th May 1893

From

The Agent and Manager.
M. R. & C.

To

The Consulting Engineer for Railways.
Madras

SIR,

With reference to your letter No 297 of the 5th April last, I have the honour to forward herewith for the sanction of Government revised Estimates for the transshipping shed, and for the open shed over the loading bank at Raichur amounting respectively to Rs 27,075 and Rs 5,880 chargeable as under.

	Original	Revised	Total
Transshipping shed	26,267	808	27,075
Open shed over loading bank	5,880	-	5,880

2. Extracts from two letters written by the Chief Engineer in explanation of the chief causes that have led to the excesses over the amounts originally sanctioned for these works are enclosed for your information.

3. The Great Indian Peninsula Railway

To C.R. CPM 26/5

1893
2411

(1893)

authorities have agreed to treat the additional expenditure as a charge against the Joint Station account.

4. The dates on which the sanction for these works will lapse are entered on the Estimates.

5. The provision of funds in the budget for the current official year has not been quoted on the face of these revised estimates as they are submitted merely to obtain the sanction of Government for the excess expenditure incurred up to the close of the past official year over the original sanctioned estimates.

I have the honour to be,
Sir,

Your most obedient servant

J. S. M. V. S.

Agent & Manager

No. 228 A of 14 June 1893

Transferred to the
Jt Sec Railway

for ER

508
 The undersigned is directed to invite attention
 to the letter noted below, and to request that the
 reply may be expedited.

From
 The Agent and Manager.
 The Consulting Engineer
 For Railways.

MADRAS RAILWAY.

W. M. C. [Signature]
 Secretary.

No. 273 R. 6
 GOVERNMENT OF INDIA.
 PUBLIC WORKS DEPARTMENT.
 RAILWAY Constn.

To THE Joint Secretary to the Govt of
Madras. P. W. Dept. Railway Constn.
 Simla, the 2 May 1893.

The undersigned is directed to invite attention
 to the letter noted below, and to request that the
 reply may be expedited.

[Signature]
 Asst. Secretary.
 P. W. D.

Paper No. 1
 W. M. C.

229318893
 under reference in
 R. Office

P. W. D. No. 273 R. 6, dated 20th March 1893.
 Enquiring when the revised
 estimate for the transshipping
 shed at Rancher Station,
 Madras Railway, will be sub-
 mitted to the Govt of India
 for sanction.

P. W. CURRENT No. 5140

Form No. 4.

MADRAS, 14th June 1893.

To

AGENT AND MANAGER, M. R.

No. 501 Reply No. 2276
527, dated 19.6.93

SIR,

With reference to your letter No. 2276 dated the 25th May 1893. I have the honor to request that you will be so good as to furnish me with particulars of the ~~the~~ ~~area~~ ~~extra charges~~ for ~~an extra train per diem~~ ~~which the Chief Engineer~~ in his letter No. 675 of the 20th April 1893. ~~Stated~~ ⁴⁰⁸ has been ~~greatly~~ increased.

Reminders.

difference between the old & new rates charged for 3 all art trains.

MM 14
6.

Subject.

Recd: 5.6.93

0/4/6/93

R 100

608.6
14.6

Letter from

No.

Dated

To E. R.

The Principal differences between
the 2 Estimates are as
follows

Open Shed

- | | |
|---|---------|
| 1. Masonry rate increased from 6/- to 7/6
& introduction of concrete | Rs. 284 |
| 2. W.I. Trusses less reduced
amt of timber | 528 |
| 3. Carriage of Materials | 200 |
| 4. W.I. Work - Erection omitted
in previous Est but partially
means the erection of
the Roof trusses | 350 |
| 5. 12 additional Rails | 72 |

For Capital and Revenue as
stated by Chief Est

Tranship Shed

- | | |
|--|-----|
| 1. Cost of Substituting
Masonry for Dry Stone | 372 |
| 2. 57 Extra old Rails lost | 342 |

Open Platform

- | | |
|--|-----|
| 1. Substituting Masonry
for dry Stone | 372 |
| 2. Earthwork. 3 cube yds extra
& rate increased from 3 annas
to 14 annas 7 pie | 102 |

Liduep
Earthwork 1695 extra cypd Rs
with increased Rate as in
Open Platform ——— 6379

Increased Rate on Ballast
Accounts for ——— 1358

Cost of P.Way has been
reduced by ——— 2279
owing to reduction of price
from 7/8/- to 5/11/-

I have asked the
agent to furnish me
with particulars of
the old & new scale
of charging for ballast
trains as we can
find no information
in this office

U.M. 14
8.

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station ——— date ——— 18 .

NOTE.

Under G.O. No 918 R of
2 April 92 an estimate
was sanctioned for
Transshipping shed Railways

Capital	19,258
Revenue	808
	<u>20,066</u>

and Under C.E. No 414
of 28 May 92 an estimate
was sanctioned for
Open shed at Railways

Capital	4280.
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There have been exceeded
and now Agents submit
revised estimates for
Transshipping shed Railways

Capital	26,267
Revenue	808
	<u>27,075</u>

and for open shed
Railways
Capital 5,880

being excess of 6,979/-
and 1,600/-
respectively -

The excess of 6,979/-
is mainly due to the

fact that there were
 borrows pits which had
 been filled up with earth -
 also the carriage of the
 materials was under-
 estimated - also fault
 design of rail pillars -
 The excess of 16000/-
 is due to the fact that
 the timber supplied was
 unseasoned & had to
 be replaced by a treated
 wood -

The expenditure on the
 transshipping shed having
 exceeded previous of Madras
 fort. must now go up to
 India -

£ 1111
 16
 6
 Sundt 1892.
 1111
 16/6

June 1892.

(No. III.)
 No. 6276
 527

5,000-15-3-88.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 19th June 1893.

From

The Agent and Manager,

To

M. R. Co.,

The Consulting Engineer for Railways,

Madras

Sir,

In reply to your letter No 501 of the 14th instant, I have the honour to inform you that for the conveyance of ballast on Capital account prior to May 1892, Engine hire at Rs 60 per diem for South West Line and Rs 80 per diem for North West Line, was all that was charged. But since the above mentioned date the charges have been calculated on the total tonnage carried and on miles run hour on the time the wagons are actually employed by the Engineering Department, the rate per ton per mile being 5 pias.

I have the honour to be,
 Sir,

Your most obedient servant

Ernie S. M. W.
 Agent & Manager

File 26

1 - P & 21 June 1892.

REGISTERED
No. 608
FILE

Letter from *Revised*
No. *Estimate for Trawship*
Dated *sidrup etc at Raichur*

To E. R.

Assuming the train
to work for 10 hours.
and with 24.10 ton truck
the cost of a train per
day would be

$$\begin{aligned} 24 \times 10 \times 10 \times 8 & \text{ ton mile} \\ & = 19200 \text{ " " 105 ft} \\ & = 500 \text{ Rs as against} \\ & \quad 80 \end{aligned}$$

assuming 4 hrs are
spent in the crossing
trains etc the charge
would be 200 Rs per day.

W.M. 21/6

India's sanction
has been asked

Free 26/6

R. This case was sent down to
Madras for print with rough draft
letter to India which have not yet
received. The Madras office put the
papers with Mr. Seacole's note. The
papers are now in the hands of the
Secretary.

But it should be
one - it is numbered
960 R of 21 June
a circular of one -
Mr. S. note has no
thing to do with it.
Another instance
of waste of time
Free 26/6

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

A

No. 959 R 21 June 1893.
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Engineer } H.E. No. $\frac{2276}{448}$ of 25 May '93
Managers' handwritten }
with enclos. }
Indorsement from the }
Comptroller for Rs. --- } --- 228 of 14. 6. 93
A 5

Order No. 918 K.
dated 8 April 1892, an
estimate was sanctioned
for a transhipping shed to
at Ranchur amounting
to Rs 20,096 chargeable to
the proportion of Rs 19,288
to Capital & Rs 808 to Revenue
and under Consulting Engineer
No. 414 of 25 May 1892
an estimate was sanctioned
for an open shed over loading
bank at the same station
for Rs 4,280, chargeable to
Capital.

2. The above estimates have
been

been exceeded & the ^{Madras Ry} ~~Madras Ry~~ ^{now submitted} revised estimates as follows:-

For transhipping shed - Rs.
Capital - 26,267
Revenue - 808
27,075

For Open shed over loading bank

Capital Rs 5,880

being in excess of Rs 6,979
and Rs 1,600 respectively.

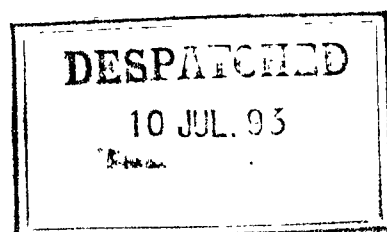
3. The excess ^{of Rs 6,979} it is observed
is mainly due to the fact
that these new borrowings
which had to be filled up
with earth; to the carriage
of materials ^{having been} ~~being~~ under-estimated,
and to faulty design of
rail pillars. The excess of
Rs 1,600 is due to the fact
that the timber supplied was
unseasoned and had to be
replaced by a treated
roof.

4. The ~~revised~~ revised estimate
amounting

amounting to Rs 5880
for an open shed over
loading bank which is
within powers of local
Government is sanctioned
this sanction has been
reported as Rs 6 R of
1893-94; but the expenditure
on the transhipping shed
having exceeded the powers
of the Madras Ry. will
be forwarded for the sanction
of the Govt. of India.

MU

20
6



To
The Comptroller & Secy.
- G. H. Ry. Accs.

No. 960 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

21st June 1893.

SIR,

With reference to
your letter no. 273 R.C.,
dated 20th March 1893 and
reminder of 29th May 1893,
I am directed to forward
herewith copy of Prop. of
this Govt. No. 959 of 21st June
1893, and to request the
sanction of the Govt. of India
to the proposed estimate
submitted therewith for a
transhipping shed & at
Parahur amounting to
Rs 27,075 chargeable in
the proportion of Rs 26,267

A

No. 959-60 R.G. 21st June 1893.

to Capital and Rs 808 6
Revenue. The reasons
for the excess over the
original estimate are exp.
planned in the Proceedings.

FM.

$\frac{20}{6}$

2ND FEBRUARY 1893, No. 221 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

List of open Capital sanctions, Madras Railway, for the quarter ending 31st March 1893.

[Statement.]

MADRAS RAILWAY.

LIST of open sanctions for the quarter ending 31st March 1893.

(a) No works to be carried on after date on which 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 explanations 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.

Register number and date.	Authority.	Works.	SANCTIONED EXPENDITURE.				EXPENDITURE AS PER AUDITOR'S BOOKS UP TO 30TH NOV. 1892.				Date on which sanction closes.	Remarks.				
			Cash.		Stores.		Total.		Cash.				Stores.		Total.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1.	C.E. No. 628, dated 3rd August 1892.	Thirty-ton weigh-bridge and siding, &c., at Rayapuram.	109	2,133	2,242	100	1,157	1,257	1,157	1,257	31st Mar. 1893	Rs. 3,174 sanctioned to Revenue.				
2.	C.E. No. 830, dated 26th September 1892.	Alteration of sidings, &c., at west end of the yard at Rayapuram.	248	314	562	..	..	..	..	..	31st "	Rs. 1,274 do.				
3.	M.G.O., No. 2939 R., dated 6th Dec. 1891.	Four sheds at west end of carriage shop at Perambur works.	4,094	7,271	11,365	4,094	7,060	11,154	7,060	11,154	31st Dec.					
4.	M.G.O., No. 2153 R., dated 18th Sept. 1891.	Assistant Locomotive Superintendent's bungalow at Perambur.	6,842	4,164	11,006	931	3,577	4,508	3,577	4,508	31st "					
5.	C.E. No. 645, dated 9th August 1892.	Paving with cement and fixing sky-lights in carriage shop at Perambur works.	1,013	419	1,432	13	805	818	805	818	31st Mar.	Rs. 130 do.				
6.	C.E. No. 688, dated 23rd July 1892.	Platform at Manur	1,583	1,335	2,918	1,126	546	1,672	546	1,672	31st "					
7.	C.E. No. 604, dated 28th July 1892.	Guards' bungalow at Arkonam	2,869	979	3,848	1,124	113	1,237	113	1,237	30th Sept.					
8.	C.E. No. 1117, dated 19th December 1892.	Depôt siding at Arkonam	1,360	932	2,292	..	..	..	..	..	30th June	Rs. 149 do.				
9.	C.E. No. 684, dated 17th August 1892.	Platform at Mosur	1,221	1,335	2,556	..	..	..	..	..	31st Mar.					
10.	C.E. No. 727, dated 20th August 1892.	Double bungalow for signallers at Kátpádi	1,998	861	2,859	406	437	843	437	843	30th Sept.					
11.	M.G.O., No. 2068 R., dated 25th August 1892.	Relief siding at Konnur	2,872	3,693	6,565	..	..	..	..	..	31st Mar.					
12.	C.E. No. 920, dated 25th October 1892.	Alterations and additions to signallers' bungalow at Arkonam.	851	571	1,422	..	..	..	..	..	30th June					
13.	C.E. No. 691, dated 25th July 1892.	Lay-by at Gudupalli	345	1,464	1,809	345	962	1,307	962	1,307	31st Mar.					
14.	C.E. No. 683, dated 17th August 1892.	Shed for sheltering carriages at Jalárpét	952	365	1,317	627	23	650	23	650	31st "					
15.	C.E. No. 723, dated 29th August 1892.	Double bungalow for family guards at Jalárpét.	2,890	988	3,878	358	294	652	294	652	30th Sept.					
16.	C.E. No. 843, dated 28th September 1892.	Additions to Assistant Traffic Manager's office, Jalárpét.	893	563	1,456	144	241	385	241	385	31st Mar.					
17.	M.G.O., No. 2374 R., dated 6th October 1892.	Watering arrangements at Jalárpét	1,505	8,161	9,666	..	..	..	..	..	31st Dec.	Rs. 2,743 do.				
18.	C.E. No. 940, dated 31st October 1892.	Three stand pipes and piping at Jalárpét	432	1,234	1,666	..	..	..	..	..	30th June					
19.	M.G.O., No. 2991 R., dated 12th Dec. 1892.	Third line and goods godown, &c., Jalárpét	7,151	7,696	14,847	..	..	..	..	..	30th "	Rs. 101 do.				

2ND FEBRUARY 1893, No. 221 R., PUBLIC WORKS.

2ND FEBRUARY 1893, No. 221 R., PUBLIC WORKS.

20.	M.G.O., No. 2127 R., dated 12th October 1892.	Subordinate houses for traffic department at Bangalore City.	11,692	775	12,467	..	..	..	..	..	30th "	Rs. 438 do.
21.	C.E. No. 1020, dated 19th November 1892.	Goods-shed office at Bangalore City	825	347	1,172	..	..	..	..	..	30th "	
22.	C.E. No. 1028, dated 23rd November 1892.	Scrap-shed and signal cabin for grouping points at Jalárpét.	778	1,374	2,152	473	1,686	2,109	1,686	..	31st Mar.	
23.	M.G.O., No. 2821 R., dated 23rd November 1892.	Extension of goods-shed and loading bank at Bangalore City.	4,327	6,099	10,426	4,327	6,098	10,425	6,098	..	31st "	Rs. 105 do.
24.	C.E. No. 199, dated 11th March 1892.	Running guards' bungalow at Erode	2,548	710	3,258	2,500	530	3,030	530	..	31st "	
25.	C.E. No. 695, dated 19th August 1892.	Goods godown and loading bank at Vizianagalam.	1,873	178	2,051	110	47	157	47	..	31st "	
26.	C.E. No. 834, dated 26th September 1892.	Thirty-ton weigh-bridge and office at Erode.	433	2,558	2,991	..	..	..	..	..	31st "	
27.	C.E. No. 460, dated 16th June 1892.	Alterations and additions to signallers' bungalow at Olavakod.	1,044	335	1,379	289	298	587	298	..	31st "	
28.	C.E. No. 461, dated 16th June 1892.	Thirty-ton weigh-bridge at Palghat	920	3,873	4,793	453	2,006	2,459	2,006	..	30th June "	Rs. 52 do.
29.	C.E. No. 469, dated 18th June 1892.	Station-house at Mankarai	1,538	452	1,990	684	292	976	292	..	31st Mar.	
30.	C.E. No. 592, dated 25th July 1892.	Approach road to goods-shed at Palghat	1,082	..	1,082	147	..	147	..	..	31st "	
31.	C.E. No. 615, dated 1st August 1892.	Guards' bungalow at Pódnár	2,899	978	3,877	593	487	1,080	487	..	30th Sept.	
32.	C.E. No. 660, dated 11th August 1892.	Alterations and additions of sidings at Olavakod.	781	2,961	3,742	422	709	1,131	709	..	31st Mar.	Rs. 511 do.
33.	M.G.O., No. 1901 R., dated 6th August 1892.	Third line and godowns at Feroke	3,905	4,394	8,299	1,416	74	1,490	74	..	31st "	
34.	C.E. No. 685, dated 17th August 1892.	Assistant Traffic Manager's office at Pódnár.	3,777	1,187	4,964	232	116	348	116	..	31st "	
35.	C.E. No. 688, dated 17th August 1892.	Station-house at Eddakolam	1,229	827	2,056	335	189	524	189	..	31st "	
36.	M.G.O., No. 917 R., dated 8th April 1892.	Goods-shed and extension of siding at Palghat	747	1,338	2,085	456	..	456	..	..	30th June "	Rs. 11,211 do.
37.	C.E. No. 2165 R., dated 7th September 1892.	Alterations and additions of sidings at Pódnár.	755	4,764	5,519	112	..	112	..	..	31st Mar.	Rs. 472 do.
38.	C.E. No. 1026, dated 23rd November 1892.	Strengthening bridge at 305 mile, 4th Division, S. W. Line.	2,112	2,883	4,995	..	..	..	..	..	30th June "	
39.	M.G.O., No. 2875 R., dated 11th November 1892.	Alterations and additions consequent on the Junction arrangements of Nigiri Railway with Madras Railway at Mettupalayam.	14,972	7,791	22,763	..	..	..	..	..	31st Dec.	Rs. 1,401 do.
40.	C.E. No. 605, dated 8th July 1891.	Platform and lay-by at Vayangunta at 63 mile, N. W. Line.	1,372	3,036	4,408	699	636	1,335	636	..	31st "	Extension of time will be applied for. Rs. 9,089 sanctioned to Revenue. Extension of time will be applied for. Rs. 3,407 do.
41.	M.G.O., No. 1792 R., dated 6th August 1891.	Extension of engine-shed, &c., at Rénigunta.	6,633	8,701	15,334	6,882	8,516	15,398	8,516	..	31st "	
42.	M.G.O., No. 1556 R., dated 21st June 1892.	Double guards' bungalow at Rénigunta	1,949	586	2,535	95	148	243	148	..	30th June 1893	
43.	C.E. No. 614, dated 1st August 1892.	One block of four bungalows for European and Eurasian firemen at Rénigunta.	3,094	1,411	4,505	200	500	700	500	..	30th Sept.	
44. 1 M.R. of 1892.	G.I., No. 799 F.C., dated 6th July 1892.	Strengthening weak girders over Rollavanka bridge, N. W. Line.	6,233	3,213	9,446	369	2,831	3,200	2,831	..	30th "	Rs. 48,507 do.
45.	C.E. No. 687, dated 17th August 1892.	Station-house at Gangayapalli	1,266	827	2,093	151	358	509	358	..	31st Mar.	

List of open sanctions for the quarter ending 31st March 1893—*cont.*

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2ND FEBRUARY 1893, No. 221 R., PUBLIC WORKS.

Register number and date.	Authority.	Works.	SANCTIONED EXPENDITURE.			EXPENDITURE AS PER AUDITOR'S BOOKS UP TO 30TH NOV. 1892.			Date on which sanction closes.	Remarks.
			Cash.	Stores.	Total.	Cash.	Stores.	Total.		
46. ..	C.E. No. 831, dated 26th September 1892.	Six houses for subordinate staff at Réningunta.	Rs. 848	Rs. 430	Rs. 1,278	Rs. ..	Rs. ..	Rs. ..	31st Mar. 1893 ..	
47. ..	C.E. No. 868, dated 5th October 1892.	Six houses for subordinate staff at Cuddapah.	812	430	1,242	..	..	..	30th June ..	
48 ..	Do. do.	Do. at Rajampet ..	843	428	1,271	..	..	..	30th ..	
49. 4 M. R. of 1892.	G.I., No. 1206, R.C., dated 27th October 1892.	Strengthening weak girders over the Cheyér bridge.	25,761	79,264	1,05,025	766	..	766	31st Dec. ..	Rs. 1,361 sanctioned to Revenue.
50. 3 M. R. of 1892.	G.I., No. 1179 R.C., dated 21st October 1892.	Strengthening weak girders over the Booga bridge.	7,083	18,574	25,657	..	..	..	31st ..	do.
51. ..	M.G.O., No. 918 R., dated 8th April 1892.	Transhipping-shed, &c., at Raichur ..	8,457	10,831	19,288	16,244	9,398	25,642	30th June ..	do.
52. ..	C.E. No. 603, dated 28th July 1892.	Block of 4 houses for Native drivers at Gooty.	1,833	809	2,642	1,524	148	1,672	30th Sept. ..	
53. ..	C.E. No. 685, dated 17th August 1892.	Platform at Malagavalli ..	1,165	1,125	2,290	1,136	522	1,658	31st Mar. ..	
54. ..	C.E. No. 832, dated 26th September 1892.	Eight houses for Native firemen at Gooty ..	2,173	463	2,636	306	..	306	31st ..	do.
55. ..	C.E. No. 947, dated 1st November 1892.	Enlargement of Locomotive well at Raichur..	3,576	..	3,576	..	..	..	30th June ..	do.
56. ..	C.E. No. 941, dated 31st October 1892.	New coal siding at Raichur ..	1,317	1,441	2,758	538	..	538	30th ..	do.
57. ..	C.E. No. 1089, dated 12th December 1892.	Alterations and additions of siding between station-house and engine-shed at Raichur.	683	2,160	2,833	..	..	..	30th ..	do.
58. 32 M. R. of 1875-76	G.I., No. 3043, dated 11th December 1875.	Laying new permanent-way over girder bridges, &c., S.-W. Line.	8,115	2,16,264	2,24,399	2,961	1,00,555	1,03,516	..	do.
59. ..		Laying new permanent-way over girder bridges, &c., N.-W. Line.	9,659	3,06,302	3,15,961	9,537	2,78,787	2,88,324	..	do.
60. 3 M. R. of 1891.	G.I., No. 779 R.C., dated 29th August 1891.	Providing distant and home signals S.-W. and N.-W. Lines.	9,747	36,993	46,740	4,256	31,251	35,507	30th June 1893 ..	do.
61. 6 M. R. of 1889.	G.I., No. 649 R.C., dated 9th July 1889, and Minute No. 67, Schedule H. of Meeting No. 6 of 1892.	Electric Telegraph Department. Extension of block system and the introduction of starting semaphores signals, &c., S.-W. and N.-W. Lines.	64,943	1,01,818	1,66,761	56,952	98,131	1,49,083	30th Sept. ..	
62. ..	M.G.O., No. 111 R., dated 1st February 1892.	Single needle instruments, batteries, &c., for trial and additional stations.	4,122	3,588	7,710	985	1,316	2,301	31st Mar. ..	
63. ..	M.G.O., No. 1900 R., dated 6th August 1892.	Introduction of block system between Madras and Arkonam.	8,285	10,438	18,723	1,363	2,061	3,424	31st Dec. ..	

MADRAS,
5th January 1893.

(Signed) J. CRAMP,
Chief Auditor.
(Signed) J. LIGHTFOOT,
Government Examiner of Railway Accounts.

(Signed) L. S. MOSS,
Agent and Manager.
(Signed) J. B. DUNCAN,
for Chief Engineer.

(Signed) R. E. TOMLIN, Lieut., R.E.,
for Consulting Engineer for Railways.
(Signed) J. B. DUNCAN,
for Chief Engineer.

2ND FEBRUARY 1893, No. 221 R., PUBLIC WORKS.

5

MADRAS RAILWAY.
LOCOMOTIVE DEPARTMENT.
List of open Capital sanctions for the quarter ending 31st March 1893.

Register number and date.	Authority.	Works.	SANCTIONED EXPENDITURE.			EXPENDITURE AS PER AUDITOR'S BOOKS UP TO 31st OCTOBER 1892.			Date on which sanction closes.	Remarks.
			Cash.	Stores.	Total.	Cash.	Stores.	Total.		
1. 7 M. R. of 1890.	G.I., No. 840 R.C., dated 18th September 1890.	Fitting additional screw couplings to Vehicles.	Rs. 15,376	Rs. 23,384	Rs. 38,760	Rs. 3,016	Rs. 5,107	Rs. 8,123	31st March 1896.	
2. ..	M.G.O., No. 1370 R., dated 28th May 1892.	3,230 Screw couplings ..	1,050	6,900	7,950	107	575	682	31st March 1893 ..	
3. 2 M. R. of 1892.	G.I., No. 313 R.S., dated 9th August 1892.	1,200 Centre chains ..	1,640	6,560	8,200	693	2,026	2,719	31st March 1894 ..	
4. ..	M.G.O., No. 2218 R., dated 13th September 1892.	4 Tank wagons for carrying kerosine oil ..	5,800	2,38,960	2,39,760	..	..	..	30th June 1893 ..	Revenue Rs. 59,940.
		10 Locomotive engines ..	3,720	17,280	21,000	36	..	36		
		6 Brake-vans ..	..	..	..	..	..	..		

PERAMBUR WORKS,
20th December 1892.

(Signed) J. CRAMP,
Chief Auditor.
(Signed) J. LIGHTFOOT,
Government Examiner of Railway Accounts.

(Signed) J. PILKINGTON,
Ag. Locomotive Superintendent.

(Signed) L. S. MOSS,
Agent and Manager.
(Signed) R. E. TOMLIN, Lieut., R.E.,
for Consulting Engineer for Railways.

No. 46.

Endorsement by the Consulting Engineer for Railways, dated Madras, 26th January 1893.

Submitted to Government for transmission to the Government of India.

ORDER—dated 2nd February 1893, No. 221 R., Public Works.

Ordered that the list of open Capital sanctions, Madras Railway, for the quarter ending 31st March 1893, be forwarded to the Government of India.

[Here enter No. 222 R., Public Works, dated 2nd February 1893.]

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

ENDORSEMENT—dated 2nd February 1893, No. 222 R., Public Works.

Forwarded.

(By Order.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated February, 2nd.

Recd.

Encl.

G.O., 2nd Feb. 1893, Nos. 221,
222 R.

FEBRUARY.

Madras Railway

Forwarding the list of open Capital sanc-
tions, —, for the quarter ending 31st March
1893.