

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 272. R

DATED 1st May

[Despatch Abstract.]

*Repairs to Guty Kallar Road - The excess outlay
of Rs 1,459-5-3 on — on account of Nilgiri
Railway operations sanctioned.*

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	133	R	3-3-94				

FURTHER PAPERS.

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

(C. No. 1201
9-)

GOVT.
OF MADRAS.

1894.

[P. W.
DEPT.]

EXAMINER, P. W. ACCOUNTS.

KEEP-WITH

CURRENT No.

Madras, 24th April 1894.

OFFICE NOTE No. 1567 D

dated

189 .

To

R.

The provision of Rs.10,931 sanctioned in G.O.P.W.D.No.133 R.of 3rd, March 1894 to meet the outlay on the work "Repairs to Ooty Kallar Road" on account of Nilgiri Railway operations has been exceeded by Rs.1459-5-3 vide details below:-

Transfer debit advice No.48

dated 12th, March 1894 for 7854- 1-4

do No.48, dated 21th.
March 1894 for 306-10-0

do No.2 dated 17th.

April 1894 for.....1790- 9-11
9951- 5-3

24½ per cent for Estab-
lishment and Tools and

Plant.....2439- 0-0

Total Rs.12390- 5-3

Order Transm. dt 1-5-94. No 272. Q.

The excess of Rs.1,459-5-3
is sanctioned

Mu

2. A. 4/5
The Public Works Dept. dt 1-5-94
General Board.
Ex. P. & A. dt 1-5-94
Ex. P. & A. dt 1-5-94
Ex. P. & A. dt 1-5-94

2. Please obtain sanction to the
above excess being passed by me.

24/4
C.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

G.O., dated 3rd February 1894, No. 309 W., Public Works.

Read the following paper:—

From W. C. LEWIS, Esq., Executive Engineer, Coimbatore Division, to the Superintending Engineer, IV Circle, Coimbatore, dated 18th January 1894, No. 156.

I have the honour to forward herewith three estimates for—

	Rs.
(a) Special repairs, Ooty-Kullar road	28,640
(b) Annual repairs do. (revised)	40,760
(c) Special repairs due to railway operations	8,780

Of these, (c) should certainly be charged entirely to Imperial Railway funds, and of (a), the sum of Rs. 9,865 was due to the sloping back of the banks left by the Railway Company and is absolutely due to railway operations, but as the slopes were, as approved by the Chief Engineer, it is doubtful whether the Government intend this to be charged to Imperial funds.

2. If both these items are charged to Imperial funds, it would leave a sum of Rs. 59,000 still chargeable to "Provincial communications, repairs." The grant under this head is Rs. 50,000, of which Rs. 3,750 have been allotted for repairs to laterite roads in Outacamund, and Rs. 6,763 have been spent in restoring temporary communication across the Kullar river, leaving Rs. 41,000 available for the Ooty-Kullar road repairs.

3. I have the honour to request that the Government may be requested to allot Rs. 20,000 from Imperial funds to the repair of the Ghât road and Rs. 18,000 additional for "Repairs, provincial communications." Even under these proposals, Provincial funds will still be very much to the bad owing to railway operations, as the ordinary annual remetalling of the Coonoor-Kullar section has had to be almost entirely suppressed; what metalling has been done is to the portions which had been absolutely stripped owing to the disturbance of the surface drains, especially during March and April, the greater part of which would not have occurred but for the railway works, as, owing to the uniform slope of the road, one culvert being blocked by railway spoil means a torrent of water tearing down the road for miles, and it is impossible to say where such damage ends.

4. I much regret that I have been unable to get at these figures before, but the state of confusion the road was in, and the necessity of keeping it open for traffic at all costs, has thrown very heavy work on the Sub-division officer (Sergeant Cherry who has worked splendidly), though I have taken the Kullar bridge works under my special charge to relieve him.

5. I think that the expenditure of these sums will leave the road in as good condition, after this disastrous season, as it was before, and in some respects better, as some culverts will have been renewed, with the exception of metalling, which will require large renewals for one or two years more, as there is practically not a yard of road which has not suffered by scouring since February.

Recd. 25.4.94

No. 39 W.

Copy submitted to the Chief Engineer, Public Works Department, with a request that he will be good enough to obtain sanction of Government to the grant of Rs. 38,000 applied for in paragraph 3 of the foregoing letter for expenditure in the current official year and to cover expenditure already incurred.

2. The three estimates referred to in paragraph 1 have been sanctioned by the undersigned.

27th January 1894.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

Order—dated 3rd February 1894, No. 309 W., Public Works.

It would appear from the Executive Engineer's letter recorded above that the estimated cost of annual and special repairs to the Coonoor ghât during the current official year amounts to Rs. 78,150. Of this sum, Rs. 8,780 are said to be due to special repairs rendered necessary by railway operations; and this amount is chargeable to Imperial (Railway) funds under the orders quoted in the margin. The balance chargeable to Provincial is thus Rs. 69,400, to meet which a sum of Rs. 41,000 only is reported to be available from the allotment for the maintenance of the ghât. This is now supplemented by an allotment of Rs. 21,000 from the Provincial revenue, leaving Rs. 7,400 to be provided later in the year on funds becoming available.

2. Orders will issue in the Railway Branch in regard to the provision of the sum of Rs. 8,780 chargeable to Imperial (Railway) funds.

3. As regards the sum of Rs. 9,865 due to the sloping back of the banks left by the Railway Company, and referred to in paragraph 1 of the Executive Engineer's letter, attention is called to paragraph 4 of G.O., No. 1185 W., dated 1st May 1893, from which it will be seen that the cost has been accepted as a charge against Provincial funds.

(True Extract.)

(Signed) O. V. BODDY, Major, R.E.,
Under Secy. to Govt., P.W.D.

G.O., dated 16th February 1894, No. 442 W., Public Works.

ORDER—dated 3rd March 1894, No. 133 R., Public Works.

The Government of India will be informed by telegram that the revised estimate, 1893-94, Nilgiri Railway, for land is reduced to Rs. 30,000. This sum includes a provision of Rs. 10,931 (i.e., Rs. 8,780 as asked for in paragraph 2 of the first Government Order read above plus 24½ per cent. or Rs. 2,151 for establishment and plant).

2. A copy of these Proceedings will be forwarded for the information of the Government of India.

[Here enter No. 134 R., dated 3rd March 1894.]

(True Extract.)

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

To the Public Works Department, General Branch.
" Examiner, Public Works Accounts, Madras.
" Secretary and Agent, Nilgiri Railway.
" Examiner, Guaranteed Railway Accounts, Madras.

ENDORSEMENT—dated 3rd March 1894, No. 134 R., Public Works.

Forwarded.

(By Order.)

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

RAILWAY.

Govt. of {1894} Madras.
PUBLIC WORKS.

Dated March, 3rd.

Recd.

Encl.

G.O., 3rd Mar. 1894, Nos. 133,
134 R.

MARCH.

Nilgiri Railway

Forwarding copy of Proceedings informing
the Government of India that the revised
estimate of the — for 1893-94 for land has
been reduced to Rs. 30,000.