

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 384. R

DATED 10th July

[Despatch Abstract.]

Paigat Station — Estimate for the
proposed landing bank and extension
of the goods shed siding at —
Madrass Railway, Sectional.

[illegible]

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Read the following paper :—
From the Agent and Manager, Madras Railway, dated 25th June 1894, No. E 390/499.

ORDER—dated 10th July 1894, No. 334 R., Public Works.

2. This sanction has been registered as No. 3 R. of 1894-95.

Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

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

End. S. J. Pereira.
Spare Copies

RAILWAY.

Govt. of {1894} Madras.
PUBLIC WORKS.

Dated July, 10th.

Recd.

Encl.

G.O., 10th July 1894, No. 384 R.

JULY:

Palghat Station

Estimate for the proposed loading bank
and extension of the goods-shed siding at
—, Madras Railway, sanctioned.

(No. 1.)
No. E390

499

(2 Encls.)

To CR

ABUS

MADRAS RAILWAY. 267494

AGENT AND MANAGER'S OFFICE,

Madras, 25th June 1894.

From

The Agent and Manager,

No. 6. Co.

To

The Consulting Engineer for Railways,

Secy,

Madras.

With reference to Minute No. 22
Schedule I, of the Official Meeting and Stores Com-
mittee held on the 31st ultimo, I have the honor
to forward herewith an estimate with plan No. 2335
for the proposed loading bank and extension of
the Goods Shed siding at Palghat and to request
that the sanction of Government may be conveyed
to me for the required outlay Rs 5632/- chargeable
in the proportion of Rs 5613/- to Capital and Rs 19/-
to Revenue.

2. These works are required to make the
near Goods Shed workable. The two lines that now
run to a dead end should be extended and connected
by a cross-over road, so that wagons can pass into
the Goods Shed loaded and out empty at the far
end of the Goods Shed lay-by. We also require an
open loading bank on the extended Goods Shed line.

267494

3. The matter was discussed at the Official Meeting referred to above at which it was brought forward after discussion at an Officers Meeting.

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

I have the honor to be,

Sir,

Your most obedient servant.

Louis. S. Moss

Agent and Manager.

2807

3824 R

From
MADRAS RAILWAY.
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Dated
188
No.

Form No. 21.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 26th June 1894.

No. 2010

OFFICE NOTE.

Subject Letter from the Agent, & Manager Madras Railway, No. E 390
Estimate for the dated 25th June 1894, forwarded to the Examiner of Railway 499
proposed loading Accounts for favor of check as to allocation and budget
grant and exten- sion of the provision.
shed siding at
Pilghat.
L.B.G. Shelley
Captain R.E.
for E.R.

Please find a provision
sanctioned at Pilghat - I am
under the impression that the
was included in former
sanction. Free 30/6

547

R for sanction.

The cost of removing the buffer
stop would probably be so small
as to hardly warrant the extra
complication of the allocation. However
if this is done, the value of the
other buffer stops (removed) ought to
be credited to Capital by debit to
Revenue

Steel
25/6/94

EXAMINER'S REPLY.

1. The estimate is correct as to allocation
and requires the sanction of the Local
Govt.
2. Funds ~~are~~ available from the grant
for unsanctioned works, Schedule B
of Budget 94-95.
3. The cost of removing and refixing the
buffer should also be charged to Revenue,
if the amount is not included in the
item "Removal of permanent way".

20-6-94

A. G. S. S.
off. E.R.
20

Statement showing Estimates sanctioned for the
Palghat Station since the date of opening of the
Section from Olavakkod to Palghat viz 2nd January 1888.

Serial No.	No and Date of Sanction	Description of work	Amount of estimate			Remarks
			Capital	Revenue	Total	
1	Munster of meeting N ^o 97 of 31 st May 1888	Proposed extension of goods shed / platform	Rs	Rs	Rs	
2	M. G. O. N ^o 1588 R of 24 th October 1890	Timber loading bank and siding	6016	276	6292	A
3	C. E. N ^o 243 of 19 th March 1891	Proposed station master's living alone	2692	..	2692	
4	M. G. O. N ^o 917 R of April 1892	Proposed goods shed and extension of siding	2085	1121	13296	B
5	C. E. N ^o 461 of 16 th June 1892	30 ton weigh bridge	4793	-	4793	
6	C. E. N ^o 592 of 25 July 1892	Approach Road to goods shed	1082	..	1082	
7	M. G. O. N ^o 120 R of 28 th February 1894	Proposed alterations and additions of siding	15924	2428	18352	C

In 1890 siding was sanctioned (side A above) & in the estimate the cost of Buffer stop is included at Rs 150 chargeable to Capital. In 1892 this siding was extended (side B above) which involved the removal and refixing of the Buffer stop at a cost of Rs 107 chargeable to Revenue. In 1894 a 2nd siding was sanctioned (side C above) but in the estimate no mention is made as to cost of Buffer stop but it was probably included in some other item.

The present estimate is for extending both the sidings & removing the Buffer stop ^{from} to C, but no mention is made as to the cost of the removal & refixing one of the Buffer stop.

5/7-94

384 R

Letter from *A. M.*

No. ~~2010~~ *E390*
499

Dated *25/6*

To E. R.

With reference to your
endorsement on Office note
No 2010. I send you
tracing of work which
was sanctioned on 28th
February last, from this
you will see that the
work you are now
asked to sanction is
new
The tracing of work
previously sanctioned
is marked C.

JA 6/7.

Sanctioned

Mr

794

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent & Manager Madras Railway } H.E. No. $\frac{E390}{499}$ of 25 June 94

Sanctioned.

2. This sanction has been registered as N. 3 of 1894-95.

Mus
 $\frac{9}{7}$ *R*

DESPATCHED
24 JUL. 94

The Agent & Manager Madras Ry
Ex. Secy. Ry Accs.

A

N 384 R 910 July 1894.