

Paper taken out of the Records from the charge of the Referencer.

Press
Miscellaneous No. 1, dated 1-3-1931
Bulletin

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 120-210

DATED 4th March

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attendant.	Date returned.	Initials of attendant.
	Department.	C. No.	Year.			
	Removed to Indian Station for examination					<i>[Signature]</i>

[Despatch Abstract.]

[Despatch Abstract.]
South Indian Railway. — Orders on the Inspection
reports of the — for the half-year ending 31-12-74.

Forwarding Copy of Proc on the Inspection
reports of the — for the half year ending 31-12-74.

[illegible]

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

Bridges and Culverts.—In the following list is given the programme of strengthening operations with the progress to date of inspection.

Mileage of bridge.	Number of spans.	Span in feet and type of girder.	Portion of bridge to be strengthened.	Method of strengthening.	Main girder.				Cross girder.				Remarks.
					Flange area square inches.		Flange stress tons per square inch.		Flange area square inches.		Flange stress tons per square inch.		
					Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	
231/16	3	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Completed.
232/11	4	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
233/3	4	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
234/4	4	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
235/2	8	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
236/10 N	6	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
237/2 N	9	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
238/3 N	2	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
247/2 N	2	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
262/2 N	2	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
266 1/8 N	7	30 B	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
169/9	2	30 G	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Completed.
219/8	10	20 A	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
248/8	1	30 A	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
248/9	3	20 A	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
248/8	1	20 A	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
278/8	1	20 A	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
67/7 A	1	20 Q	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Completed.
235/16 N	3	20 A	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
257/15	4	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
253/4	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
260/10	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
265/6	4	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
272/8	3	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
279/11	5	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
284/0	2	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
293/4	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
305/13	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
310/2	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
310/15	2	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
313/2	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
316/12	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
323/4	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
329/3	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
340/6	3	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
344/10	1	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
349/10	3	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
378/15	3	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
380/2	4	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
380/4	3	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
892/17	3	20 D	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.

Completed.	Do.	Do.	Completed.	Do.	Do.	Completed.	Do.	Do.	Completed.	Do.	Do.	Completed.	Do.	Do.
893/9	30 D	7:29	12:38	4:33	2:55	893/9	30 D	7:29	12:38	4:33	2:55	893/9	30 D	7:29
414/6	20 D	7:29	12:38	4:33	2:55	894/10	20 D	7:29	12:38	4:33	2:55	894/10	20 D	7:29
415/10	20 D	7:29	12:38	4:33	2:55	429/10	20 D	7:29	12:38	4:33	2:55	429/10	20 D	7:29
429/10	20 D	7:29	12:38	4:33	2:55	430/11	20 D	7:29	12:38	4:33	2:55	430/11	20 D	7:29
430/11	20 D	7:29	12:38	4:33	2:55	431/12	20 D	7:29	12:38	4:33	2:55	431/12	20 D	7:29
432/4 T	20 D	7:29	12:38	4:33	2:55	433/6 T	20 D	7:29	12:38	4:33	2:55	433/6 T	20 D	7:29
439/6 T	20 D	7:29	12:38	4:33	2:55	440/15 T	20 D	7:29	12:38	4:33	2:55	440/15 T	20 D	7:29
450/15 T	20 D	7:29	12:38	4:33	2:55	452/13 T	20 D	7:29	12:38	4:33	2:55	452/13 T	20 D	7:29
458/8	16 D	7:29	12:38	4:33	2:55	461/13	16 D	7:29	12:38	4:33	2:55	461/13	16 D	7:29
471/12	16 D	7:29	12:38	4:33	2:55	473/16	16 D	7:29	12:38	4:33	2:55	473/16	16 D	7:29
483/16	16 D	7:29	12:38	4:33	2:55	484/9	16 D	7:29	12:38	4:33	2:55	484/9	16 D	7:29
484/9	16 D	7:29	12:38	4:33	2:55	485/14	16 D	7:29	12:38	4:33	2:55	485/14	16 D	7:29
486/14	16 D	7:29	12:38	4:33	2:55	487/14	16 D	7:29	12:38	4:33	2:55	487/14	16 D	7:29
488/14	16 D	7:29	12:38	4:33	2:55	489/14	16 D	7:29	12:38	4:33	2:55	489/14	16 D	7:29
490/14	16 D	7:29	12:38	4:33	2:55	491/14	16 D	7:29	12:38	4:33	2:55	491/14	16 D	7:29
492/14	16 D	7:29	12:38	4:33	2:55	493/14	16 D	7:29	12:38	4:33	2:55	493/14	16 D	7:29
494/14	16 D	7:29	12:38	4:33	2:55	495/14	16 D	7:29	12:38	4:33	2:55	495/14	16 D	7:29
496/14	16 D	7:29	12:38	4:33	2:55	497/14	16 D	7:29	12:38	4:33	2:55	497/14	16 D	7:29
498/14	16 D	7:29	12:38	4:33	2:55	499/14	16 D	7:29	12:38	4:33	2:55	499/14	16 D	7:29
500/14	16 D	7:29	12:38	4:33	2:55	501/14	16 D	7:29	12:38	4:33	2:55	501/14	16 D	7:29
502/14	16 D	7:29	12:38	4:33	2:55	503/14	16 D	7:29	12:38	4:33	2:55	503/14	16 D	7:29
504/14	16 D	7:29	12:38	4:33	2:55	505/14	16 D	7:29	12:38	4:33	2:55	505/14	16 D	7:29
506/14	16 D	7:29	12:38	4:33	2:55	507/14	16 D	7:29	12:38	4:33	2:55	507/14	16 D	7:29
508/14	16 D	7:29	12:38	4:33	2:55	509/14	16 D	7:29	12:38	4:33	2:55	509/14	16 D	7:29
510/14	16 D	7:29	12:38	4:33	2:55	511/14	16 D	7:29	12:38	4:33	2:55	511/14	16 D	7:29
512/14	16 D	7:29	12:38	4:33	2:55	513/14	16 D	7:29	12:38	4:33	2:55	513/14	16 D	7:29
514/14	16 D	7:29	12:38	4:33	2:55	515/14	16 D	7:29	12:38	4:33	2:55	515/14	16 D	7:29
516/14	16 D	7:29	12:38	4:33	2:55	517/14	16 D	7:29	12:38	4:33	2:55	517/14	16 D	7:29
518/14	16 D	7:29	12:38	4:33	2:55	519/14	16 D	7:29	12:38	4:33	2:55	519/14	16 D	7:29
520/14	16 D	7:29	12:38	4:33	2:55	521/14	16 D	7:29	12:38	4:33	2:55	521/14	16 D	7:29
522/14	16 D	7:29	12:38	4:33	2:55	523/14	16 D	7:29	12:38	4:33	2:55	523/14	16 D	7:29
524/14	16 D	7:29	12:38	4:33	2:55	525/14	16 D	7:29	12:38	4:33	2:55	525/14	16 D	7:29
526/14	16 D	7:29	12:38	4:33	2:55	527/14	16 D	7:29	12:38	4:33	2:55	527/14	16 D	7:29
528/14	16 D	7:29	12:38	4:33	2:55	529/14	16 D	7:29	12:38	4:33	2:55	529/14	16 D	7:29
530/14	16 D	7:29	12:38	4:33	2:55	531/14	16 D	7:29	12:38	4:33	2:55	531/14	16 D	7:29
532/14	16 D	7:29	12:38	4:33	2:55	533/14	16 D	7:29	12:38	4:33	2:55	533/14	16 D	7:29
534/14	16 D	7:29	12:38	4:33	2:55	535/14	16 D	7:29	12:38	4:33	2:55	535/14	16 D	7:29
536/14	16 D	7:29	12:38	4:33	2:55	537/14	16 D	7:29	12:38	4:33	2:55	537/14	16 D	7:29
538/14	16 D	7:29	12:38	4:33	2:55	539/14	16 D	7:29	12:38	4:33	2:55	539/14	16 D	7:29
540/14	16 D	7:29	12:38	4:33	2:55	541/14	16 D	7:29	12:38	4:33	2:55	541/14	16 D	7:29
542/14	16 D	7:29	12:38	4:33	2:55	543/14	16 D	7:29	12:38	4:33	2:55	543/14	16 D	7:29
544/14	16 D	7:29	12:38	4:33	2:55	545/14	16 D	7:29	12:38	4:33	2:55	545/14	16 D	7:29
546/14	16 D	7:29	12:38	4:33	2:55	547/14	16 D	7:29	12:38	4:33	2:55	547/14	16 D	7:29
548/14	16 D	7:29	12:38	4:33	2:55	549/14	16 D	7:29	12:38	4:33	2:55	549/14	16 D	7:29
550/14	16 D	7:29	12:38	4:33	2:55	551/14	16 D	7:29	12:38	4:33	2:55	551/14	16 D	7:29
552/14	16 D	7:29	12:38	4:33	2:55	553/14	16 D	7:29	12:38	4:33	2:55	553/14	16 D	7:29
554/14	16 D	7:29	12:38	4:33	2:55	555/14	16 D	7:29	12:38	4:33	2:55	555/14	16 D	7:29
556/14	16 D	7:29	12:38	4:33	2:55	557/14	16 D	7:29	12:38	4:33	2:55	557/14	16 D	7:29
558/14	16 D	7:29	12:38	4:33	2:55	559/14	16 D	7:29	12:38	4:33	2:55	559/14	16 D	7:29
560/14	16 D	7:29	12:38	4:33	2:55	561/14	16 D	7:29	12:38	4:33	2:55	561/14	16 D	7:29
562/14	16 D	7:29	12:38	4:33	2:55	563/14	16 D	7:29	12:38	4:33	2:55	563/14	16 D	7:29
564/14	16 D	7:29	12:38	4:33	2:55	565/14	16 D	7:29	12:38	4:33	2:55	565/14	16 D	7:29
566/14	16 D	7:29	12:38	4:33	2:55	567/14	16 D	7:29	12:38	4:33	2:55	567/14	16 D	7:29
568/14	16 D	7:29	12:38	4:33	2:55	569/14	16 D	7:29	12:38	4:33	2:55	569/14	16 D	7:29
570/14	16 D	7:29	12:38	4:33	2:55	571/14	16 D	7:29	12:38	4:33	2:55	571/14	16 D	7:29
572/14	16 D	7:29	12:38	4:33	2:55	573/14	16 D	7:29	12:38	4:33	2:55	573/14	16 D	7:29
574/14	16 D	7:29	12:38	4:33	2:55	575/14	16 D	7:29	12:38	4:33	2:55	575/14	16 D	7:29
576/14	16 D	7:29	12:38	4:33	2:55	577/14	16 D	7:29	12:38	4:33	2:55	577/14	16 D	7:29
578/14	16 D	7:29	12:38	4:33	2:55	579/14	16 D	7:29	12:38	4:33	2:55	579/14	16 D	7:29
580/14	16 D	7:29	12:38	4:33	2:55	581/14	16 D	7:29	12:38	4:33	2:55	581/14	16 D	7:29
582/14	16 D	7:29	12:38	4:33	2:55	583/14	16 D	7:29	12:38	4:33	2:55	583/14	16 D	7:29
584/14	16 D	7:29	12:38	4:33	2:55	585/14	16 D	7:29	12:38	4:33	2:55	585/14	16 D	7:29
586/14	16 D	7:29	12:38	4:33	2:55	587/14	16 D	7:29	12:38	4:33	2:55	587/14	16 D	7:29
588/14	16 D	7:29	12:38	4:33	2:55	589/14	16 D	7:29	12:38	4:33	2:55	589/14	16 D	7:29
590/14	16 D	7:29	12:38	4:33	2:55	591/14	16 D	7:29	12:38	4:33	2:55	591/14	16 D	7:29
592/14	16 D	7:29	12:38	4:33	2:55	593/14	16 D	7:29	12:38	4:33	2:55	593/14	16 D	7:29
594/14	16 D	7:29	12:38	4:33	2:55	595/14	16 D	7:29	12:38	4:33	2:55	595/14	16 D	7:29
596/14	16 D	7:29	12:38	4:33	2:55	597/14	16 D	7:29	12:38	4:33	2:55	597/14	16 D	7:29
598/14	16 D	7:29	12:38	4:33	2:55	599/14	16 D	7:29	12:38	4:33	2:55	599/14	16 D	7:29
600/14	16 D	7:29	12:38	4:33	2:55	601/14	16 D	7:29	12:38	4:33	2:55	601/14	16 D	7:29
602/14	16 D	7:29	12:38	4:33	2:55	603/14	16 D	7:29	12:38	4:33	2:55	603/14	16 D	7:29
604/14	16 D	7:29	12:38	4:33	2:55	605/14	16 D	7:29	12:38	4:33	2:55	605/14	16 D	7:29
606/14	16 D	7:29	12:38	4:33	2:55	607/14	16 D	7:29	12:38	4:33	2:55	607/14	16 D	7:29
608/14	16 D	7:29	12:38	4:33	2:55	609/14	16 D	7:29	12:38	4:33	2:55	609/14	16 D	7:29
610/14	16 D	7:29	12:38	4:33	2:55	611/14	16 D	7:29	12:38	4:33	2:55	611/14	16 D	7:29
612/14	16 D	7:29	12:38	4:33	2:55	613/14	16 D	7:29	12:38	4:33	2:55	613/14	16 D	7:29
614/14	16 D	7:29	12:38	4:33	2:55	615/14	16 D	7:29	12:38	4:33	2:55	615/14	16 D	7:29
616/14	16 D	7:29	12:38	4:33	2:55	617/14	16 D	7:29	12:38	4:33	2:55	617/14	16 D	7:29
618/14	16 D	7:29	12:38	4:33	2:55	619/14	16 D	7:29	12:38	4:33	2:55	619/14	16 D	7:29
620/14	16 D	7:29	12:38	4:33	2:55	621/14	16 D	7:29	12:38	4:33	2:55	621/14	16 D	7:29
622/14	16 D	7:29	12:38	4:33	2:55	623/14	16 D	7:29	12:38	4:33	2:55	623/14	16 D	7:29
624/14	16 D	7:29	12:38	4:33	2:55	625/14	16 D	7:29	12:38	4:33	2:55	625/14	16 D	7:29
626/14	16 D	7:29	12:38	4:33	2:55	627/14	16 D	7:29	12:38	4:33	2:55	627/14	16 D	7:29
628/14	16 D	7:29	12:38	4:33	2:55	629/14	16 D	7:29	12:38	4:33	2:55	629/14	16 D	7:29
630/14	16 D	7:29	12:38	4:33	2:55	631/14	16 D	7:29	12:38	4:33	2:55	631/14	16 D	7:29
632/14	16 D	7:29	12:38	4:33										

Mileage of bridge.	Number of spans.	Span in feet and type of girder.	Portion of bridge to be strengthened.	Method of strengthening.	Main girder.				Cross girder.				Remarks.
					Flange areas square inches.		Flange stresses tons per square inch.		Flange areas square inches.		Flange stresses tons per square inch.		
					Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	
397/4	1	12 B	Cross girder	Addition of steel plates 6" X 9" to the bottom flanges.	..	..	..	..	3.55	4.33	12.38	12.38	7.29
399/1	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
401/1	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
406/4	3	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
407/15	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
410/9	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
412/7	4	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
422/16	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
440/3	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
442/4	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
426/8 T	3	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
436/1 T	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
436/7 T	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
437/15 T	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
438/3 T	2	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
441/6 T	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
443/2 T	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		
443/11 T	1	12 B			..	..	3.55	4.33	12.38	12.38	7.29		

Bridges 262/2 N. S $\times$ 30', 219/8 N. 10 $\times$ 20', 231/16 N. 3 $\times$ 30', 272/8 3 $\times$ 20', 421/8 2 $\times$ 15'.—With the exception of the first the work was good, the subsequent work being under the able supervision of the Senior Resident Engineer and great progress has been made. On the completion of the programme above, the substitution of teak sleepers for the T iron cross girders on the 70, 50 and 30 feet spans will be commenced.

The defects noticed in the former report have been put right with the exception of the recentering of the loose bed stones, particularly noticeable on the Villupuram-Dharmavaram section.

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Tiruvállúr.—A row of trees should be planted down the centre of the platform.

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Ayalur 292 and Ammayanayakanur 320.—The delay in completing these catch sidings is due to the Engineering and Traffic departments not having hitherto satisfied themselves as to the kind of siding required. They are now in accord with my proposal that a short level length with derailing space at the end, fitted with a simple lever, weighted for the siding is the best form and that at Kurbalkotta station, 294/7 G, will be now altered to the above recommendations and the others constructed on the same lines.

Kalumbur station.—Accommodation for 1st and 2nd class passengers from Arni is here needed.

Gudur station.—Owing to the probable advent of the broad gauge line, the Agent wishes to lay in a siding to the Buckingham canal 7 miles long. I think this siding should be of mixed gauge.

284 B.—The road to goods shed requires rolling.

The Tanjore siding 5 miles long might be extended to Vallam and opened for passengers.

Signals—Chingleput.—Home branch requires easing.

Padulam.—North distant arm should be shortened.

Mailam.—North distant out of order.

Villupuram.—The present arrangement of signals for the Pondicherry branch is unsatisfactory. The wires of both distant and repeating branch signals should be brought to end of platform, so that the station-master has the whole under his immediate control and the light of the repeating or intermediate distant signal should be shaded from the main line.

Negapatam to Tanjore.—Signals require paint.

275/10 B.—A tree obscures the home light.

248/10 Q.—A tree obscures the home light.

Staff quarters at Pakala are much needed and the Government of India's sanction is awaited.

Electric train staff block, Webb and Thomson's System.—This should be put up and worked between Trichinopoly Fort and Cantonment to test its efficiency.

Rolling stock.—The locomotives are as usual exceedingly well ordered. The adjusted axle weights on engine 198 O class with boiler $\frac{3}{4}$ full were tested as under:—

Right side.									
Bogie	...	...	...	...	...	...	...	{ 1 18 2	
								{ 1 16 2	
									3 15 0
Driving wheel	...	...	...	...	...	...	...	...	4 2 0
Trailing "	...	...	...	...	...	...	...	...	4 3 2
Left side.									
Bogie	...	...	...	...	...	...	...	{ 1 17 0	
								{ 1 18 2	
									3 15 2
Driving wheel	...	...	...	...	...	...	...	...	4 3 0
Trailing "	...	...	...	...	...	...	...	...	4 2 0
Total									
							{ Bogie	...	7 10 2
							{ Drivers	...	8 5 0
							{ Trailers	...	8 5 2
									24 1 0

The adjusted weights of 15 of the 20 of the O class are complete.

Steady progress has been made in the outturn of the new 40 feet bogie passenger stock and by the end of the year the mail service Madras to Tuticorin should be running with the vacuum brake.

The female third-class stock fitted with latrines appear insufficient; on two occasions I noticed ordinary thirds in use, the alleged reason being that the usual stock had run hot and there were none in reserve.

The twisting of Jones' buffer due to the volute spring gives the Locomotive department much trouble, and is, I think, a distinct danger tending to part the couplings, the coupling being only one ended also leads to complication noticeable in the way branch line curves have to be laid out, and when the South Indian Railway connects with another metre gauge line, the possibility of the wrong ends coming together will be greater.

An inspection carriage for the separate use of the Consulting Engineer's department should be built. Sanction, it is believed, exists and the Agent concurs.

Workshops.—The Negapatam shops were in good working order. The Locomotive Superintendent complained as usual of want of accommodation; but looking to the increase of expenditure on the repair of rolling stock on the line, I am of opinion that the re-arrangement of his districts and abolition of outside and distant repairing works would result in immediate economy, and until this is considered I cannot support his claim for any increased accommodation at Negapatam. The small works at Nellore ought to be closed at once.

Stores.—The tickets in store at Negapatam are about to be transferred to Trichinopoly and placed in charge of the Audit department. I am of opinion that the printing would be more economically done in India, but the Agent has this under consideration.

MADRAS,
26th February 1895.

(Signed) F. R. UPCOTT,
Senior Govt. Inspector of Railways.

ENGINEER DEPARTMENT.

Rails displaced.

Statement showing the renewals of rails for half-year ending 31st December 1894—*cont.*

[illegible]

SOUTH INDIAN RAILWAY COMPANY (LIMITED).

ENGINEER DEPARTMENT.

Mdyararam-Muttupet Railway.

STATEMENT showing the renewals of rails for the half-year ending 31st December 1894.

		Rails displaced.								Rails replaced.							
		Iron.				Steel.				Iron.				Steel.			
		40 3 lb.				41 lb.				40 3 lb.				41 lb.			
		24'	21'	18'	Cut.	24'	21'	18'	Cut.	24'	21'	18'	Cut.	24'	21'	18'	Cut.
Main Line.																	
July 1894	..	..	..	..	..	132	40	..	..	..	..	..	..	132	40	..	..
August "	..	..	..	..	..	33	..	..	..	..	..	..	..	33	..	..	..
September "	..	..	..	..	..	28	..	..	..	..	..	..	..	28	..	..	..
October "	..	..	..	..	..	122	..	..	..	..	..	..	..	122	..	..	..
November "	..	..	..	..	..	166	21	..	..	..	..	..	..	166	21	..	..
December "	..	..	..	..	..	40	..	..	..	..	..	..	..	40	..	..	..
Total	..	..	..	..	..	519	61	..	..	..	..	..	..	519	61	..	..
Sidings.																	
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October "	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..
November "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
December "	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2	..	..
Total	..	..	..	..	..	..	2	1	..	..	..	..	..	..	2	1	..
Grand Total	..	..	..	..	..	519	63	1	..	..	..	..	..	519	63	1	..

PONDICHERY RAILWAY COMPANY (LIMITED).

ENGINEER DEPARTMENT.

STATEMENT showing the renewals of rails for the half-year ending 31st December 1894.

		Rails displaced.								Rails replaced.							
		Iron.				Steel.				Iron.				Steel.			
		40 3 lb.				41 lb.				40 3 lb.				41 lb.			
		24'	21'	18'	Cut.	24'	21'	18'	Cut.	24'	21'	18'	Cut.	24'	21'	18'	Cut.
Main Line.																	
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August "	..	..	..	..	..	3	..	..	..	..	..	..	..	3	..	..	..
September "	..	..	..	..	..	5	..	..	..	..	..	..	..	5	..	..	..
October "	..	..	..	..	..	10	..	..	..	..	..	..	..	10	..	..	..
November "	..	..	..	..	..	5	..	..	..	..	..	..	..	5	..	..	..
December "	..	..	..	..	..	8	..	..	..	..	..	..	..	8	..	..	..
Total	..	..	..	..	..	31	..	..	..	..	..	..	..	31	..	..	..
Sidings.																	
July 1894	..	..	..	..	..	5	2	..	..	..	..	..	..	5	2	..	..
August "	..	..	..	..	..	2	..	..	..	..	..	..	..	2	..	..	..
September "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October "	..	..	..	..	..	5	..	..	..	..	..	..	..	5	..	..	..
November "	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..
December "	..	..	..	..	..	5	5	..	..	..	..	..	..	5	5	..	..
Total	..	..	..	..	..	17	8	..	..	..	..	..	..	17	8	..	..
Grand Total	..	..	..	..	..	48	8	..	..	..	..	..	..	48	8	..	..

SOUTH INDIAN RAILWAY COMPANY (LIMITED).

ENGINEER DEPARTMENT.

STATEMENT showing the renewals of sleepers for the half-year ending 31st December 1894.

		Sleepers displaced.										Sleepers replaced.									
		Transverse sleepers.					D and O sleepers.					Transverse sleepers.					D and O sleepers.				
		Tot 60 lb.					Tot 40 lb.					Tot 60 lb.					Tot 40 lb.				
		100	126	138	100	126	138	100	126	138	100	126	138	100	126	138	100	126	138	100	126
Main Line.																					
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
November "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
December "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sidings.																					
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
November "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
December "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grand Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* 227 steel transverse sleepers inserted in place of cross-ties.

PONDICHERRY RAILWAY COMPANY (LIMITED).

ENGINEER DEPARTMENT.

STATEMENT showing the renewals of sleepers for the half-year ending 31st December 1894.

		Sleepers displaced.				Sleepers replaced.			
		Creosoted 6'.	Pingadu.	Teak of size.	Transverse steel sleepers.	Creosoted 6'.	Pingadu.	Teak of size.	Transverse steel sleepers.
<i>Main Line.</i>									
July 1894		nos. 55	..	nos. ..	..	nos. 15	nos. 55	nos. ..	..
August "		15	..	..	..	..	14	..	..
September " ..		14	..	..	..	..	8	..	..
October "		3	..	..	..	..	3	..	..
November " ..		3	..	..	..	..	..	..	..
December " ..		..	..	..	..	..	..	..	..
Total ..		90	..	..	..	15	75	..	..
<i>Sidings.</i>									
July 1894		40	..	..	..	40	..	..	..
August "		8	..	3	..	..	9	3	..
September " ..		10	..	..	..	..	10	..	..
October "		5	..	..	..	..	5	..	..
November " ..		68	..	..	..	..	68	..	..
December " ..		40	..	..	..	..	40	..	..
Total ..		172	..	3	..	40	132	3	..
Grand Total ..		262	..	3	..	55	207	3	..

4TH MARCH 1895, No. 120 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—
Report of inspection of the South Indian Railway for the half-year ending 31st December 1894.

ORDER—dated 4th March 1895, No. 120 R., Public Works.

Communicated to the Agent, South Indian Railway, for information and necessary action.

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

[Here enter No. 121 R., dated 4th March 1895.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.To the Agent, South Indian Railway.
" Local and Municipal Department.

ENDORSEMENT—dated 4th March 1895, No. 121 R., Public Works.

Forwarded.

(By Order.)

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

Govt. of {1895} Madras
PUBLIC WORKS.

**G.O., 4th March 1895, Nos. 120,
121 R.**

South Indian Railway

Forwarding copy of Proceedings on the inspection report of the — for the half-year ending 31st December 1894.

SOUTH INDIAN RAILWAY.

							MIA
Main line and branches ..	..	..	..	..	..	..	687
Mayavaram-Muttupet ..	..	..	..	..	..	..	84
Villupuram-Dharmavaram ..	..	..	..	..	..	..	387
							1,158

Mr

Bridges and Culverts.—In the following list is given the programme of strengthening operations with the progress to date of inspection.

Mileage of bridge.	Number of spans.	Span in feet and type of girder.	Portion of bridge to be strengthened.	Method of strengthening.	Main girder.				Cross girder.				Remarks.
					Flange area square inches.		Flange stresses tons per square inch.		Flange area square inches.		Flange stresses tons per square inch.		
					Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	Before strengthening.	After strengthening.	
392/4	1	12 B	Cross girder	Addition of steel plates 6" x 1" to the bottom flanges.	..	..	..	..	2.55	4.33	12.38	7.29	
399/1	1	12 B			..	..	2.55	4.33	12.38	7.29			
401/1	1	12 B			..	..	2.55	4.33	12.38	7.29			
406/4	3	12 B			..	..	2.55	4.33	12.38	7.29			
407/15	1	12 B			..	..	2.55	4.33	12.38	7.29			
410/9	1	12 B			..	..	2.55	4.33	12.38	7.29			
412/7	4	12 B			..	..	2.55	4.33	12.38	7.29			
422/14	1	12 B			..	..	2.55	4.33	12.38	7.29			
440/3	1	12 B			..	..	2.55	4.33	12.38	7.29			
442/4	2	12 B			..	..	2.55	4.33	12.38	7.29			
426 5 T	1	12 B			..	..	2.55	4.33	12.38	7.29			
436-1 T	1	12 B			..	..	2.55	4.33	12.38	7.29			
437/15 T	1	12 B			..	..	2.55	4.33	12.38	7.29			
438 3 T	3	12 B			..	..	2.55	4.33	12.38	7.29			
438/11 T	1	12 B			..	..	2.55	4.33	12.38	7.29			
441/6 T	3	12 B			..	..	2.55	4.33	12.38	7.29			
443/2 T	1	12 B			..	..	2.55	4.33	12.38	7.29			
443/11 T	1	12 B			..	..	2.55	4.33	12.38	7.29			

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250 G.—The northern portion of the long curve requires realignment.

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Stations and Station Machinery.—Each Station.—A committee has been ordered by the Madras Government to consider the question of running both the Madras and South Indian Railways to this place and with sidings to afford facilities for loading and unloading from the ships and canal boats.

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The Tanjore siding 5 miles long might be extended to Vallam and opened for passengers.

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Padulam.—North distant arm should be shortened.

Mailam.—North distant out of order.

Villupuram.—The present arrangement of signals for the Pondicherry branch is unsatisfactory. The wires of both distant and repeating branch signals should be brought to end of platform, so that the station-master has the whole under his immediate control and the light of the repeating or intermediate distant signal should be shaded from the main line.

Negapatam to Tanjore.—Signals require paint.

275/10 B.—A tree obscures the home light.

248/10 G.—A tree obscures the home light.

Staff quarters at Pakala are much needed and the Government of India's sanction is awaited.

Electric train staff block, Webb and Thomson's System.—This should be put up and worked between Trichinopoly Fort and Cantonment to test its efficiency.

Rolling stock.—The locomotives are as usual exceedingly well ordered. The adjusted axle weights on engine 198 O class with boiler $\frac{3}{4}$ full were tested as under:—

Right side.									
						{ 1 18 2			
						{ 1 18 2			
Bogie	...	...	...	...	...		3	15	0
							4	2	0
Driving wheel	...	...	...	...	...		4	3	2
Trailing "	...	...	...	...	...				
Left side.									
						{ 1 17 0			
						{ 1 18 2			
Bogie	...	...	...	...	...		3	15	2
							4	3	0
Driving wheel	...	...	...	...	...		4	2	0
Trailing "	...	...	...	...	...				
						Total {	7	10	2
						Bogie	...	...	...
						Drivers	...	...	...
						Trailers	...	...	...
							24	1	0

The adjusted weights of 15 of the 20 of the O class are complete. Steady progress has been made in the outturn of the new 40 feet bogie passenger stock and by the end of the year the mail service Madras to Tuticorin should be running with the vacuum brake.

The female third-class stock fitted with latrines appear insufficient; on two occasions I noticed ordinary thirds in use, the alleged reason being that the usual stock had run hot and there were none in reserve.

The twisting of Jones' buffer due to the volute spring gives the Locomotive department much trouble, and is, I think, a distinct danger tending to part the couplings, the coupling being only one ended also leads to complication noticeable in the way branch line curves have to be laid out, and when the South Indian Railway connects with another metre gauge line, the possibility of the wrong ends coming together will be greater.

An inspection carriage for the separate use of the Consulting Engineer's department should be built. Sanction, it is believed, exists and the Agent concurs.

Workshops.—The Negapatam shops were in good working order. The Locomotive Superintendent complained as usual of want of accommodation; but looking to the increase of expenditure on the repair of rolling stock on the line, I am of opinion that the re-arrangement of his districts and abolition of outside and distant repairing works would result in immediate economy, and until this is considered I cannot support his claim for any increased accommodation at Negapatam. The small works at Nellore ought to be closed at once.

Stores.—The tickets in store at Negapatam are about to be transferred to Trichinopoly and placed in charge of the Audit department. I am of opinion that the printing would be more economically done in India, but the Agent has this under consideration.

MADRAS,
26th February 1895.

(Signed) F. R. UPCOTT,
Senior Govt. Inspector of Railways.

ENGINEER DEPARTMENT.

Rails displaced.

8

2-11a replaced.

Main Line—cont.

5-1000-0002

SOUTH INDIAN RAILWAY COMPANY (LIMITED).

ENGINEER DEPARTMENT.

Mdyararam-Muttupet Railway.

STATEMENT showing the renewals of rails for the half-year ending 31st December 1894.

		Rails displaced.								Rails replaced.							
		Iron.				Steel.				Iron.				Steel.			
		40-3 lb.				41 lb.				40-3 lb.				41 lb.			
		24'	21'	18'	Cut.	24'	21'	18'	Cut.	24'	21'	18'	Cut.	24'	21'	18'	Cut.
		Main Line.								Siding.							
July 1894	..	..	..	..	..	132	40	..	..	..	..	..	..	132	40	..	..
August	..	..	..	..	..	33	..	..	..	..	..	..	..	33	..	..	..
September	..	..	..	..	..	28	..	..	..	..	..	..	..	28	..	..	..
October	..	..	..	..	..	122	..	..	..	..	..	..	..	122	..	..	..
November	..	..	..	..	..	186	21	..	..	..	..	..	..	186	21	..	..
December	..	..	..	..	..	40	..	..	..	..	..	..	..	40	..	..	..
Total	..	..	..	..	..	519	61	..	..	..	..	..	..	519	61	..	..
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grand Total	..	..	..	..	..	519	63	1	..	..	..	..	..	519	63	1	..

PONDICHERRY RAILWAY COMPANY (LIMITED).

ENGINEER DEPARTMENT.

STATEMENT showing the renewals of rails for the half-year ending 31st December 1894.

		Rails displaced.								Rails replaced.							
		Iron.				Steel.				Iron.				Steel.			
		40-3 lb.				41 lb.				40-3 lb.				41 lb.			
		24'	21'	18'	Cut.	24'	21'	18'	Cut.	24'	21'	18'	Cut.	24'	21'	18'	Cut.
		Main Line.								Siding.							
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grand Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

SOUTH INDIAN RAILWAY COMPANY (LIMITED).

ENGINEER DEPARTMENT.

STATEMENT showing the renewals of sleepers for the half-year ending 31st December 1894.

		Sleepers displaced.										Sleepers replaced.									
		Main Line.					Siding.					Main Line.					Siding.				
		Cree. 6'.					Cree. 6'.					Cree. 6'.					Cree. 6'.				
		Cree. 6'.					Cree. 6'.					Cree. 6'.					Cree. 6'.				
		Cree. 6'.					Cree. 6'.					Cree. 6'.					Cree. 6'.				
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
July 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grand Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

e 227 steel transverse sleepers inserted in place of crooked.

PONDICHERY RAILWAY COMPANY (LIMITED).

ENGINEER DEPARTMENT.

STATEMENT showing the renewals of sleepers for the half-year ending 31st December 1894.

		Sleepers displaced.				Sleepers replaced.			
		Crenelated 6".	Pingadu.	Teak of sicc.	Transverse steel sleepers.	Crenelated 6".	Pingadu.	Teak of sicc.	Transverse steel sleepers.
<i>Main Line.</i>									
July 1894	..	55	..	..	..	15	..	..	..
August	..	15	..	..	..	..	..	..	..
September	..	14	..	..	..	..	..	..	..
October	..	3	..	..	..	..	..	..	..
November	..	3	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..	..
Total	..	90	..	..	..	15	75	..	..
<i>Sidings.</i>									
July 1894	..	40	..	..	..	40	..	..	..
August	..	9	..	..	..	..	..	..	..
September	..	10	..	..	..	..	..	..	..
October	..	6	..	..	..	..	..	..	..
November	..	68	..	..	..	..	..	..	..
December	..	40	..	..	..	..	..	..	..
Total	..	172	..	..	..	40	132	..	..
Grand Total	..	262	..	..	..	55	207	..	..

D1.

Please see draft
to. on E.R.'s Inspection
Report. The communi-
cation to Local & Mund.
Dept. was not put in
at the time the draft
was submitted to E.R.
which was done in a hurry.
I think it is so far as
to that Dept. letter put in
to para 3 General on 1st by
the matter relating to M.M.R.
on page 6. -

111
4/3

120 R. 4. 3. 95
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

THE MADRAS GOVERNMENT.

Read the following

action of the S. S. Ry.
under 31st Dec 1894

Communicated
to the Agent S. S. Railway
for information and
necessary action.

2. A copy of these
Proceedings will be forward-
ed for the information of
the Government of India.

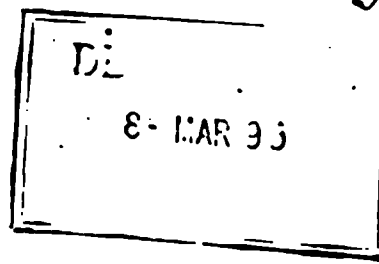
20/21. R. 4th March 95.

Forwarded.

To
The Agent, S. S. Ry.
Local & Mund. Dept.

7/111

1/95



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Print Report of Inspection of the S. I. Ry.
for the half year ended 31st Dec 1894

Communicated
to the Agent S. I. Railway
for information and
necessary action.

2. A copy of these
Proceedings will be forward-
ed for the information of
the Government of India.

D. S. 20/21. R. 4th March 95

Forwarded.

The Agent, S. I. Ry.
Local Agent, Secy

J. M.

1/3 95

DE
8-MAR-95

PONDICHERRY RAILWAY C

ENGINEER DEPT

STATEMENT showing the renewals of sleepers for the

		Sleepers displaced.		
		Cracked &c.	Pinged.	Teak of wood.
July 1894	..	55	..	..
August "	..	15	..	..
September "	..	14	..	..
October "	..	3	..	..
November "	..	8	..	..
December "	..	..	..	..
Total	..	90	..	..
July 1894	..	40	..	..
August "	..	9	..	..
September "	..	10	..	..
October "	..	5	..	..
November "	..	68	..	..
December "	..	40	..	..
Total	..	172	..	..
Grand Total	..	262	..	..

100 1 500
100 1 500

100 1 500
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100 1 500

No 120 R. 120 43.95
121