

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 438-39R

DATED 24th April

[Despatch Abstract.]

Bezwada Extension Railway— Ordered that the final issue of the Capital revised estimate of the — for the year 1894-95, be forwarded to the Govt of India.

Forwarding the final issue of the Capital revised estimate of the — for the year 1894-95.

BACK PAPERS.

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

FURTHER PAPERS.

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

To His Excellency The Right Honorable
 Bulby Baron Wellock G. C. I. E.
 Governor of Madras.

We the undersigned, humbly beg to state
 that we were deputed by a large and influential
 meeting of the Merchants, Vakeels, Landowners and
 Inhabitants of Tellicherry, held on the 9th inst to
 forward to your Excellency the following Resolutions
 which were unanimously carried at the meeting viz:

1. That a Petition be addressed to H. E. The
 Governor of Madras by the Merchants, Landholders,
 and others interested in the prosperity of North
 Malabar, urging on Government the desirability
 of securing sanction from the Government of
 India; to at once place sufficient funds at
 the disposal of the Madras Railway, to enable
 them to complete the survey of the Calicut-
 Cannanore Railway extension without delay.
2. That this meeting, being confident that the
 proposed Railway extension from Calicut to
 Cannanore, will pay handsomely from the
 date of opening, urges on Government the
 necessity for its speedy construction and early
 completion.

and to beg that your Excellency will give your
 prompt and favorable consideration to the Prayers
 of your Petitioners.

Your Petitioners have seen it stated that
 the Government of India object to the estimate
 prepared by the Madras Railway Co; of the
 probable cost of the survey of the proposed extension
 in

in question as being too high.

It is not probable that the experienced officers of this Company who have conducted many surveys in this Presidency, would imperil the chances of sanction being accorded to the Survey between Calicut and Cannanore by making an unnecessarily high estimate, and we would respectfully point out that owing to the thickly wooded and undulating nature of the country to be traversed; a survey in Malabar must be more costly than one through, say the plains of Bengal and that if insufficient funds are allowed, the work of Railway extension cannot be carried out.

Your Petitioners do not venture to suggest to whom the construction of the Railway shall be given - Those who will commence and carry out the work with the greatest expedition are the proper parties to be entrusted with it.

Your Petitioners would however venture to remind your Excellency, that when you visited this place in 1893, one of the grounds alleged in connection with the complaints that since 1882 the district had been without Bridges over the Eilatoor & Quilandy rivers, was that in view of the probability of early Railway communication, it was not so necessary to consider the construction of Roadway Bridges.

Your Petitioners regret to see from recent communications from the Secretary of State for India, that while the Branch from Arsikere to Mangalore is in the fore-front of Railways to be constructed at an early date, there is no mention of the Calicut Cannanore extension, although a much shorter & more easily constructed line, and one which will pay infinitely

1880 11

(1895) DEPARTMENT.

CALCUT & TELlicherry
BURNETT & SON.



Tellicherry 4. Mar 1895

C.S. to the Private Secretary
to H.E. The Governor of Madras
Madras
Air,

Tellicherry Cannanore Rail Extension

I have the honor, as
Chairman of the Meeting under reference,
to enclose a Petition addressed to His
Excellency on the above subject, which
kindly hand to the Governor

I have the honor to be
your most obedt servt
Wm B Burnett

Dec 7
1880/55

112
JH

MEMORANDUM.

Grant proposed *Sanctioned in Public Works Department*

Programme proposed

Cash outlay
Value

Grant sanctioned in Public Works Depart.	Rs
Government letter of 23 rd Jan'y 1955	30,000
Programme proposed -	
Cash outlay	137,838
Value of Stores to be drawn from Stock	162,162
Total	300,000

Section of the Bangalore-Madras

CAPITAL Revised and Budget Estimates of Construction Works on the Madras Ennore Railway for 1894-95 and 1895-96.

General Abstract.

Main heads of expenditure.	Actuals to end of 1893-94.	Budget grant, 1894-95.	Revised estimate, 1894-95.				Budget estimate, 1895-96.				Total probable outlay to end of 1895-96 (columns 1, 3 and 4).	Required for lines under construction only.							
			RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.		6	7						
														Cash.	Stores.	Total.	Cash.	Stores.	Total.
1																			
Works and services.																			
I. Preliminary expenses ..	"	"	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	"	"	"						
II. Land ..	"	"	"	"	"	"	"	"	"	"	"	"	"						
III. Formation ..	"	"	119,000	"	"	119,000	"	"	"	119,000	"	"	"						
IV. Bridge work ..	"	"	76,000	"	"	76,000	"	"	"	76,000	"	"	"						
V. Fencing ..	"	"	18,332	768	"	19,100	"	"	"	19,100	"	"	"						
VI. Electric telegraph ..	"	"	9,500	"	"	9,500	12,500	6,000	18,500	28,000	"	"	"						
VII. Ballast and permanent-way ..	"	"	37,000	"	"	37,000	114,891	14,524	126,032	297,326	"	"	"						
VIII. Stations and buildings ..	"	"	28,000	"	"	28,000	5,497	872	13,924	41,924	"	"	"						
Total, Construction Accounts ..	"	"	290,832	168	"	291,000	132,585	160,162	429,275	583,750	"	"	600,000						
IX. Plant ..	"	"	2,000	"	"	2,000	"	2,000	4,000	4,000	"	"	"						
X. Ferriss, &c. ..	"	"	"	"	"	"	"	"	"	"	"	"	"						
XI. Rolling-stock ..	"	"	7,000	"	"	7,000	32,250	"	39,250	122,500	"	"	"						
XII. General charges as per schedule A.	"	"	299,832	168	"	300,000	137,838	162,162	430,000	600,000	"	"	"						
Total, expenditure on final heads ..	"	"	"	"	"	"	"	"	"	"	"	"	"						
Miscellaneous advances ..	"	"	"	"	"	"	"	"	"	"	"	"	"						
Total ..	"	"	"	"	"	"	"	"	"	"	"	"	"						
Debit Receipts on Capital Account ..	"	"	299,832	168	"	300,000	137,838	162,162	430,000	600,000	"	"	"						
Grand Total, Works and Services ..	"	"	"	"	"	"	"	"	"	"	"	"	"						

Madras, 28th January 1895.

(Signed) Thomas M. Ewing,
for Chief Engineer.

(Signed) Louis J. Moore,

Agent & Manager.

Madras General Section of the Bangalore-Madras Railway.

ABSTRACT of General charges for 1895-96.

Sub-heads of establishment.	Revised estimate, 1894-95.	Budget estimate, 1895-96.	DISTRIBUTION.			
			Capital.		Revenue.	
			1894-95.	1895-96.	1894-95.	1895-96.
	RS.	RS.	RS.	RS.		
Direction or General	1440	1080	1440	1080	..	..
Engineering	3300	2475	3300	2475	..	..
Locomotive	..	..	..	..	..	..
Traffic	..	..	..	..	..	..
Stores	460	345	460	345	..	..
Audit and Accounts	1200	900	1200	900	..	..
Medical and Sanitation	600	450	600	450	..	..
Total	7000	5250	7000	5250	..	..

Madras,
28 January 1895
21/4

(Signed) Thomas M. Curry.
For Chief Engineer

(Signed) Louis S. Moore,
Agent & Manager.

SOUTH INDIAN RAILWAY.

List of Open Capital Sanctions for quarter ending 31st March 1895.

(a) No works to be carried on and 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 work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation 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.

Serial No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF SEPTEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
1	..	C.E. No. 382, dated 24th March 1893.	DIVISION A. — MAIN LINE, MADRAS TO TANJORE. <i>Tallavaram Station.</i> Constructing an engine shed ..	975 0 0	2,953 0 0	3,928 0 0	1,001 8 2	3,295 0 0	4,296 8 2	31st March 1895.
2	..	C.E. No. 909, dated 17th March 1894.	<i>Guduvanchéri Station.</i> Providing second water column piping, &c.	287 0 0	2,646 0 0	2,933 0 0	118 3 8	1,423 8 5	1,541 12 1	16th " "
3	..	C.E. No. 3462, dated 6th Nov. 1894.	<i>Chingleput Station.</i> Constructing Permanent-way Inspector's bungalow and out-houses.	1,761 0 0	669 0 0	2,430 0 0	..	..	..	5th April 1895.
4	..	C.E. No. 3018, dated 27th Sept. 1894.	<i>Olekar Station.</i> Extending the through siding ..	344 0 0 30 0 0	998 0 0 ..	1,342 0 0 30 0 0	..	..	..	26th " "
5	..	C.E. No. 941, dated 6th July 1891.	<i>Villupuram Station.</i> Tools and plant, machinery ..	..	4,353 0 0	4,353 0 0	..	..	..	31st March 1895.
6	..	G.I. No. 1205 R.C., dated 24th Dec. 1889.	Enlarging the station ..	46,702 0 0	53,701 0 0	1,00,403 0 0	45,702 14 1	66,150 12 5	1,11,853 10 6	31st " "
7	..	G.I. No. 194 R.C., dated 23rd Feb. 1894.	Additional staff quarters and locomotive accommodation.	14,709 0 0 37,880 0 0 408 0 0	2,236 0 0 31,010 0 0 169 0 0	18,945 0 0 68,890 0 0 577 0 0	5,398 3 4	8,508 10 0	13,906 13 4	4th Dec. "
8	..	C.E. No. 3187, dated 16th Oct. 1894.	<i>Cuddalore New Town Station.</i> Proposed addition to station house and providing a 3rd-class waiting shed.	1,351 0 0 87 0 0	1843 0 0 98 0 0	3,194 0 0 185 0 0	..	..	..	15th April 1895.
9	..	C.E. No. 2890, dated 17th Sept. 1894.	<i>Chidambaram Station.</i> Increasing waiting accommodation ..	907 0 0 282 0 0	1,371 0 0 271 0 0	2,278 0 0 533 0 0	..	..	..	16th " "
10	..	G.I. No. 277 R.C., dated 21st March 1893.	<i>Máyavaram Station.</i> Enlarging the station in consequence of the junction with MÁYAVARAM-MUTTUPET Railway.	47,955 0 0 6,103 0 0	45,484 0 0 2,557 0 0	93,439 0 0 8,660 0 0	32,417 12 8	53,292 12 4	85,710 9 0	23rd " "

11	..	C.E. No. 2237, dated 16th July 1894.	Purchase and erection of Tungoye's steam pump required for supplying running engines with water and washing out purposes.	148 0 0 78 0 0	4,546 0 0 219 0 0	4,694 0 0 297 0 0	..	..	..	15th "
12	..	C.E. No. 3295, dated 24th Oct. 1894.	Converting existing permanent-way Inspector's office and store into guards' running bungalow.	936 0 0 44 0 0	341 0 0 20 0 0	1,277 0 0 64 0 0	150 14 9	407 13 8	558 12 5	22nd April 1895.
13	..	C.E. No. 2989, dated 26th Sept. 1894.	Narasimangalai Station. Extending through siding ..	441 0 0 110 0 0	1,154 0 0 ..	1,595 0 0 110 0 0	..	..	..	25th May 1895.
14	..	C.E. No. 3270, dated 23rd Oct. 1894.	Typannam Station. Extending the through siding ..	710 0 0 151 0 0	1,028 0 0 ..	1,778 0 0 151 0 0	..	..	..	22nd April 1895.
15	..	C.E. No. 3273, dated 23rd Oct. 1894.	Ayyerpet Station. Extending the through siding ..	730 0 0 118 0 0	923 0 0 ..	1,653 0 0 118 0 0	..	..	..	22nd "
16	..	C.E. No. 2548, dated 14th Aug. 1894.	Tanjore Station. Laying a dead end siding ..	200 0 0 55 0 0	1,149 0 0 ..	1,349 0 0 55 0 0	..	701 7 1	701 7 1	13th "
17	..	C.E. No. 1750, dated 12th Dec. 1891.	Providing a steam pump and shed	58 0 0	3,822 0 0	3,910 0 0	95 5 11	3,442 0 3	3,537 6 2	31st March "
18	..	C.E. No. 868, dated 11th Sept. 1893.	Providing a temporary tank for locomotive purposes.	Cr. 71 0 0 778 0 0	2,114 0 0 106 0 0	2,043 0 0 884 0 0	Cr. 186 6 6	1,555 15 8	1,369 9 2	31st "
19	..	C.E. No. 3267, dated 23rd Oct. 1894.	VILLUPURAM TO PONDICHERY BRANCH. Valanar Station. Connecting the lay-bye with the main line.	174 0 0	845 0 0	1,019 0 0	..	..	..	22nd April 1895.
20	..	G.I. No. 604 R.C., dated 9th July 1890, and C.E. No. 1496, dated 13th Dec. 1890.	TIRUVALLUR TO NEGAPATAM BRANCH. Negapatam Station. Further workshop accommodation ..	43,173 0 0 4,086 0 0	1,03,262 0 0 1,685 0 0	1,46,436 0 0 5,771 0 0	34,952 9 9	1,29,390 6 2	1,54,342 15 11	31st March 1895.
21	..	C.E. No. 859, dated 9th Sept. 1893.	Proposed additions to the rolling stock erecting shed.	495 0 0	2,624 0 0	3,119 0 0	345 3 10	865 15 6	1,211 3 4	31st March 1895.
22	..	G.I. No. 986 R.C., dated 30th Oct. 1890, and C.E. No. 1024, dated 22nd July 1891.	Further additional workshop accommodation.	9,808 0 0 9,434 0 0	18,843 0 0 ..	28,651 0 0 9,434 0 0	2,064 7 6	19,928 15 6	21,993 7 0	31st "
23	..	M.G.O. No. 1842 R., dated 10th Aug. 1891.	Providing accommodation for a dispensary and an apothecary.	5,492 0 0	1,671 0 0	7,163 0 0	1,655 2 9	12 15 9	1,668 2 6	31st "
24	..	M.G.O. No. 128 R., dated 1st March 1894.	Making certain additions and alterations to the General Stores office including the addition of an upper storey.	5,812 0 0 449 0 0	1,590 0 0 552 0 0	7,402 0 0 1,001 0 0	1,462 13 8	1,065 10 2	2,528 7 10	31st May "

List of Open Capital Sanctions for quarter ending 31st March 1895—cont.

Serial No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF SEPTEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
25	..	M.G.O. No. 550 R., dated 14th Mar. 1893.	Kizhūr Station. Lengthening through siding and platform.	Rs. A. P. 5,600 0 0 137 0 0	Rs. A. P. 2,083 0 0 ..	Rs. A. P. 7,683 0 0 137 0 0	Rs. A. P. 1,178 14 6 ..	Rs. A. P. 1,080 15 2 ..	Rs. A. P. 2,259 13 8 ..	31st March 1895.
26	4 S.I.R. of 1893.	G.I. No. 429 R.C., dated 2nd May 1893.	Tiruvēlūr Station. Enlarging the station to provide accommodation for Mayavaram-Muttupet Railway.	39,081 0 0 4,140 0 0	45,362 0 0 1,469 0 0	84,443 0 0 5,609 0 0	46,470 15 0 ..	38,872 5 9 ..	85,343 4 9 ..	31st " "
27	..	C.E. No. 2236, dated 16th July 1894.	Providing a store room and office for Permanent-way Inspector.	1,400 0 0	537 0 0	1,937 0 0	..	..	..	16th April 1895.
28	..	C.E. No. 3021, dated 27th Sept. 1894.	DIVISION B.—MAIN LINE, TANGORE TO TUTICORIN. Tiruvembūr Station. Extending the through siding and platform.	1,286 0 0 52 0 0	1,931 0 0 ..	3,217 0 0 52 0 0	..	..	..	26th April 1895.
29	..	M.G.O. No. 1378 R., dated 17th Nov. 1893.	Trichinopoly Junction Station. Constructing three double blocks of quarters for Native drivers and cleaners.	4,710 0 0	1,950 0 0	6,660 0 0	3,920 8 10	2,087 15 11	6,008 8 9	10th Feb. "
30	..	C.E. No. 2475, dated 6th Aug. 1894.	Kolattūr South Station. Extending the through siding and lengthening 2 feet culvert.	335 0 0 65 0 0	975 0 0 ..	1,310 0 0 65 0 0	3 6 0 ..	988 1 11 ..	991 7 11 ..	5th May "
31	..	C.E. No. 3268, dated 23rd October 1894.	Taiyampattī Station. Extending the through siding and lay-by and raising platform.	990 0 0 64 0 0	1,495 0 0 23 0 0	2,485 0 0 87 0 0	..	..	..	22nd May 1895.
32	..	C.E. No. 2671, dated 25th Aug. 1894.	Ayyalūr Station. Extending the through siding ..	370 0 0 45 0 0	963 0 0 ..	1,333 0 0 45 0 0	Cr. 45 0 0 ..	..	Cr. 45 0 0 ..	24th April "
33	..	C.E. No. 3017, dated 27th Sept. 1894.	Sholavandūr Station. Extending through siding ..	720 0 0 29 0 0	1,023 0 0 ..	1,743 0 0 29 0 0	..	..	..	26th April 1895.
34	..	C.E. No. 3743, dated 29th Nov. 1894.	Ambaturai Station. Lengthening through siding and raising platform.	1,177 0 0 215 0 0	1,154 0 0 ..	2,331 0 0 215 0 0	..	..	..	23rd May 1895.

35	..	C.E. No. 3167, dated 15th Oct. 1894	Ammayāyakkānūr Station. Proposed additions and alterations and providing a 3rd-class waiting shed.	652 0 0 221 0 0	1,543 0 0 41 0 0	2,195 0 0 262 0 0	..	..	..	14th April 1895.
36	..	M.G.O. No. 2708 R., dated 14th Nov. 1892.	Madurā Station. Laying pipes to the staff quarters, sinking additional well, and raising tank house.	1,322 0 0 5 0 0	4,440 0 0 ..	5,762 0 0 5 0 0	384 15 5 ..	5,783 12 0 ..	6,168 11 5 ..	31st March "
37	..	C.E. No. 2274, dated 23rd Oct. 1894.	Virūdūpatī Station. Extending through siding ..	592 0 0 183 0 0	888 0 0 ..	1,480 0 0 183 0 0	..	..	..	22nd April 1895.
38	..	C.E. No. 664, dated 31st May 1892.	Koīlpatī Station. Additional tank house, &c. ..	3,715 0 0 15 0 0	458 0 0 ..	4,173 0 0 15 0 0	2,475 12 2 ..	301 7 3 ..	2,777 3 5 ..	31st Mar. 1895
39	..	M.G.O. No. 1345 R., dated 4th Nov. 1893.	Kamāraswaram Station. Constructing permanent station arrangements.	5,104 0 0 56 0 0	6,559 0 0 ..	11,663 0 0 56 0 0	935 15 6 ..	4,799 15 6 ..	5,735 15 0 ..	3rd May "
40	..	C.E. No. 431, dated 24th April 1893.	Tataparvati Station. Sinking 30 feet well and sunshade ..	1,769 0 0	2,207 0 0	3,976 0 0	1,151 14 9	1,137 8 0	2,289 6 9	31st Mar. 1895.
41	..	C.E. No. 2697, dated 26th Aug. 1894.	TAICHINOPOLY TO ERODE BRANCH. Pittāyāntalai Station. Extending the through siding ..	324 0 0 30 0 0	1,048 0 0 ..	1,372 0 0 30 0 0	..	..	..	28th April 1895.
42	..	C.E. No. 2982, dated 25th Sept. 1894.	Venatasapuram Station. Extending a 6 feet rail covered irrigation culvert under goods approach.	296 0 0	74 0 0	370 0 0	..	..	..	24th May "
43	..	C.E. No. 63-O, dated 19th June 1894.	Karubakotta Station. Construction of a short dead end safety siding.	1,656 0 0	761 0 0	2,417 0 0	..	..	..	18th April "
44	..	C.E. No. 2138, dated 7th July 1894.	PAKALA-NELLORE SECTION. Nellore Station. Latrine for staff quarters ..	1,540 0 0	295 0 0	1,835 0 0	54 3 8	346 15 8	401 3 4	31st Dec. 1895.
45	..	C.E. No. 905, dated 25th Sept. 1893.	Venataschellam Station. Lay-by and good shed ..	1,489 0 0	1,829 0 0	3,318 0 0	388 8 7	1,845 10 10	2,234 3 5	31st Mar. "
46	..	C.E. No. 3272, dated 23rd Oct. 1894.	Vendod Station. Sinking an additional 30 feet diameter locomotive well.	1,849 0 0	..	1,849 0 0	..	..	..	22nd April 1895.

List of Open Capital Sanctions for quarter ending 31st March 1895—cont.

Serial No.	Register No. and date	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF SEPTEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
47	..	C.E. No. 1147, dated 12th Dec. 1893.	<i>Venkatagiri Station.</i> Providing lay-by and good shed, &c. ..	RS. A. P. 1,837 0 0 552 0 0	RS. A. P. 371 0 0 ..	RS. A. P. 2,208 0 0 552 0 0	RS. A. P. Cr. 167 6 11 ..	RS. A. P. 301 12 10 ..	RS. A. P. 144 5 11 ..	31st March 1895.
48	..	C.E. No. 906, dated 25th Sept. 1893.	<i>Kilakaasi Station.</i> Proposed good shed and loading bank ..	2,682 0 0	371 0 0	3,053 0 0	1,437 13 7	316 6 11	1,754 4 6	31st " "
49	..	C.E. No. 913, dated 27th Sept. 1893.	<i>General Works.</i> Double faced platform clocks at six stations.	168 0 0	3,732 0 0	3,900 0 0	16 15 0	3,572 13 3	3,589 12 3	31st March 1895.
50	..	M.G.O. No. 397 R., dated 12th Feb. 1891.	Shifting existing distant signals from facing points at 100 stations.	210 0 0	5,573 0 0	5,783 0 0	24 1 8	3,177 6 9	3,201 8 5	31st " "
51	..	C.E. No. 1339, dated 25th April 1894.	Alterations to jibs of 75 water columns at different stations.	5,870 0 0 949 0 0	2,835 0 0 1,022 0 0	6,505 0 0 1,971 0 0	..	7 10 4	7 10 4	24th April "
52	..	C.E. No. 1845, dated 13th June 1894.	Inserting iron bars in the ticket windows of 86 station-houses.	..	2,307 0 0	2,307 0 0	..	..	..	12th " "
53	..	C.E. No. 61-O, dated 19th June 1894.	Inserting iron bars in the window frame of 45 Station Masters' bungalows.	..	1,237 0 0	1,237 0 0	..	..	..	18th " "
54	..	M.G.O. No. 385 R., dated 10th July 1894.	Raising the overhead bracing of the bridges Tondavay, Ponnaiyar, Guddilam, old Vellar, old Coleroon and Madugu.	916 0 0	5,688 0 0	6,604 0 0	..	..	..	9th " "
55	..	C.E. No. 2295, dated 20th July 1894.	Additional land required south-west of General offices at Trichinopoly junction.	202 0 0	..	202 0 0	..	..	..	19th Jan. 1895.
56	..	C.E. No. 2134, dated 11th Oct. 1894.	Providing up and down stream curtain walls, flooring and apron for 425 feet arch bridge at 244 miles 2 telegraph post.	2,221 0 0 1,195 0 0	..	2,221 0 0 1,195 0 0	..	..	..	10th April 1895.
57	..	C.E. No. 3640, dated 21st Nov. 1894.	Constructing 1-15 feet girder bridge as a flood opening at G. 291/3 miles.	1,681 0 0 744 0 0	551 0 0 243 0 0	2,232 0 0 987 0 0	..	..	..	20th June 1895.
58	..	M.G.O. No. 2850 R., dated 23rd Nov. 1891.	<i>Rolling Stock.</i> Supplying all C.N.S. vehicles with side chains.	848 0 0	5,512 0 0	6,360 0 0	..	..	..	30th June 1895.
59	2 S.I.R. of 1892.	G.I. No. 555 R.C. dated 22nd Jan. 1892.	For one covered goods wagons ..	76 0 0	1,224 0 0	1,300 0 0	..	..	..	Six months after receipt of materials.
60	2 S.I.R. of 1894.	G.I. No. 279 R.S., dated 13th Aug. 1894.	Fitting automatic vacuum brake gear to 20 engines and 100 bogie coaching vehicles.	8,814 0 0	1,28,560 0 0	1,37,374 0 0	..	..	..	31st Dec. 1895.

61	3 S.I.R. of 1892.	G.I. No. 472 R.S., dated 22nd Decem-ber 1892.	<i>Additional Rolling Stock.</i> Twenty 1st and 2nd class composite bogie carriages. Eighty 3rd-class bogie carriages ..	56,000 0 0 1,06,400 0 0 3,232 0 0	1,34,740 0 0 3,76,320 0 0 11,264 0 0	1,90,740 0 0 4,82,720 0 0 14,496 0 0	26,740 1 5 57,378 8 3 ..	1,44,920 15 2 4,12,706 9 2 ..	1,71,661 0 7 4,70,085 1 5 ..	30th June 1895. 31st Dec. " 31st Mar. "
62	..	G.O. No. 687 R., dated 13th Dec. 1894.	<i>Fitting vacuum brake gear to 73 additional vehicles.</i>	..	..	..	..	..	..	31st Dec. 1895.
63	6 S.I.R. of 1893.	G.I. No. 439 R.S., dated 11th Decem-ber 1893.	Two carriage and wagon stock brake gear with pipes for five ordinary four-wheeled coaches. Brake gear and fittings for 15 brake vans. Brake gear with pipes, complete, for four carriages 22 feet long. Brake gear with pipes, complete, for four carriages 38 feet long.	1,000 0 0 300 0 0 80 0 0 160 0 0	20,650 0 0 8,400 0 0 1,652 0 0 2,960 0 0	21,650 0 0 8,700 0 0 1,732 0 0 3,120 0 0	..	..	..	31st Dec. 1895. 31st " " 31st " " 31st " "
64	..	G.O. No. 688 R., dated 13th Dec. 1894.	Construction of two additional oil tank trucks.	1,616 0 0	5,632 0 0	7,248 0 0	..	..	..	31st Mar. 1895.
65	..	G.O. No. 576 R., dated 23rd Oct. 1894.	Constructing three Engineers' inspection carriages.	2,094 0 0	12,906 0 0	15,000 0 0	..	..	..	22nd April. 1895.
66	..	G.O. No. 698 R., dated 15th Dec. 1894.	Constructing two additional powder vans.	832 0 0	5,892 0 0	6,724 0 0	..	..	..	30th June 1895.
67	..	C.E. No. 3774, dated 29th Nov. 1894.	Altering 20 O class bogie engines.	1,058 0 0	1,890 0 0 5,780 0 0	2,948 0 0 5,780 0 0	..	..	..	31st Mar. 1895.

The dates in block type in the column headed "Present date when sanction lapses" are those to which the Chief Engineer and the Locomotive Superintendent desire the sanction against which they are noted to be extended, as several works have not been completed during the quarter ending 31st December 1894.

TRICHINOPOLY, (Signed) A. GRANT, (Signed) E. A. LEE, (Signed) W. M. SIMPSON,
5th January 1895. Offg. Exr. of Railway Accts., Madras. Exr. of Railway Accts., Trichinopoly. Chief Auditor.

(Signed) W. S. BETTS, Agent.

ORDER—dated 16th January 1895, No. 21 R., Public Works.

Ordered that the list of open Capital sanctions, South Indian Railway, for the quarter ending the 31st March 1895 be forwarded to the Government of India.

2. All cases of excesses over estimates are receiving attention.

[Here enter No. 22 R., dated 16th January 1895.]

(True Extract.)

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

To the Agent, South Indian Railway.
„ Examiner, Railway Accounts, Madras.

ENDORSEMENT—dated 16th January 1895, No. 22 R., Public Works.

Forwarded.

(By Order.)

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

Govt. of {1895} Madras.
PUBLIC WORKS.

Encl.

JANUARY.

Forwarding, with remark, the list of open Capital sanctions, —, for the quarter ending the 31st March 1895.

Register
ch. & date

16.

FILE

Madras

William B. Smith
Agent.

SOUTH INDIAN RAILWAY CO., LD.

List of Open Capital Sanctions for Quarter Ending 31st March 1895.

Sheet No. 1

- A.** No works to be carried on, and 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 work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation 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.

Serial No.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF			Present date when sanction lapses.
			Indian.	English.	Total.	Indian.	English.	Total.	
1	Registrar	Division of the Main Line at Madras to Enigma.							
1	Bans. Engrs: No. 302 of 24.3.94	Fullanuram Station							
2	Bans. Engrs: No. 309 of 17.3.94	Constructing an Engineer's Quarters at Fullanuram Station.	975	1953	2928	1001	3395	4396	31.3.95
3	Bans. Engrs: No. 3462 of 6.4.94	Providing 2 nd Water Column piping to Ghingelpet Station.	247	2446	2693	118	1423	1541	16.5.95
4	Bans. Engrs: No. 3018 of 27.9.94	Constructing Permanent Way Inspector's Bungalow & Out-houses at Ghingelpet Station.	1761	669	2430				5.4.95
5	Bans. Engrs: No. 3018 of 27.9.94	Assembling the through siding at Ghingelpet Station.	344	988	1332				26.4.95
6	Bans. Engrs: No. 341 of 6.7.94	Villupuram Station							
7	S.S.R. & L. No. 1305 R.C. of 24.12.93	Tools & plant at Villupuram Station.	46702	4353	4353				31.3.95
8	S.S.R. & L. No. 194 R.C. of 22.2.94	Enlarging the Station at Villupuram.	14709	53701	68410	44702	66150	110852	31.3.95
9	Bans. Engrs: No. 3127 of 16.10.94	Additional staff quarters & loco accommodation at Villupuram.	37000	31000	68000	5398	8500	13906	4.12.95
10	Bans. Engrs: No. 3127 of 16.10.94	Providing additional to Station house & providing 3 rd class sleeping accommodation at Villupuram.	1357	1043	2400				15.4.95
11	Bans. Engrs: No. 2490 of 17.2.94	Alhambra Station							
12	Bans. Engrs: No. 2490 of 17.2.94	Increasing waiting accommodation at Alhambra Station.	907	1371	2278				16.4.95
13	Bans. Engrs: No. 277 R.C. of 21.3.93	Alhambra Station							
14	Bans. Engrs: No. 277 R.C. of 21.3.93	Enlarging the Station in consequence of the line with the Railway.	47900	45444	93344	32417	53292	85709	23.4.95
15	Bans. Engrs: No. 277 R.C. of 21.3.93	Purchase & erection of 2000 lbs steam pump required for supplying running engines with water for washing out purposes.	144	4546	4690				15.4.95

List of Open Capital Sanctions for Quarter Ending 31st March

1895. 1891-2-3-4 Sheet No. 2

Serial No.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF.			Present date when sanction lapses.
			Indian.	English.	Total.	Indian.	English.	Total.	
12	Regd. No. 1040	Division A. Main Line, Alhodras to Lurgan, Coats							
13	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station Coats							
14	Bans. Engrs. No. 3290 of 24.10.94	Connecting existing P. Way. Inspector's Office + Store into Goods running Bangalore.	926	341	1277	100	149	407	13.4.95
15	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	110	115	225				
16	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding	441	1154	1595				25.5.95
17	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	710	620	1330				22.4.95
18	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding	107	115	222				
19	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	730	920	1650				22.4.95
20	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding	110	115	225				
21	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	200	1149	1349				13.4.95
22	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding	54	54	108				
23	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	71	2114	2185	95	511	3442	31.3.95
24	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding	77	106	183	146	66	1555	31.3.95
25	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	174	845	1019				22.4.95
26	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
27	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	43176	103262	146438	34952	99	149390	31.3.95
28	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding	4006	1655	5661				
29	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	495	2624	3119	345	10	865	31.3.95
30	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding	9808	18443	28251	2064	76	19920	31.3.95
31	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station	7454	7454	14908				
32	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding	5492	1671	7163	1655	29	12457	31.3.95
33	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
34	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
35	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
36	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
37	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
38	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
39	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
40	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
41	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
42	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
43	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
44	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
45	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
46	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
47	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
48	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
49	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
50	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
51	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
52	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
53	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
54	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
55	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
56	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
57	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
58	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
59	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
60	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
61	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
62	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
63	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
64	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
65	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
66	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
67	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
68	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
69	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
70	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
71	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
72	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
73	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
74	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
75	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
76	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
77	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
78	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
79	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
80	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
81	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
82	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
83	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
84	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
85	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
86	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
87	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
88	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
89	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
90	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
91	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
92	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
93	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
94	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
95	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
96	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
97	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
98	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							
99	Bans. Engrs. No. 3290 of 24.10.94	Mayanuram station							
100	Bans. Engrs. No. 3290 of 24.10.94	Ascending through siding							

List of Open Capital Sanctions for Quarter Ending

31st March

1895.

EXPENDITURE AS PER AUDIT BOOKS AT END OF September 1894.

Present date when sanction lapses.

Serial No.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF September 1894.			Present date when sanction lapses.
			Indian.	English.	Total.	Indian.	English.	Total.	
24	Register No. 100 R dated 1. 3. 94	Hypothalam Station, Bant Making certain additions & alterations to the Generators Office including the addition of an Upper story	5712	1590	7402	1462	138	1600	31. 5. 95
25	U. L. O. No. 500 R. 14. 3. 93	Krisalur station Lengthening through siding & platform	5600	2000	7600	1178	146	1324	31. 5. 95
26	U. L. O. No. 429 R. dated 2. 5. 93	Tirumalur station Enlarging the station to provide accommodation for M. L. Railway	39081	45362	84443	46470	14	46484	31. 5. 95
27	Cons. Engrs. No. 2236. 16. 7. 94	Providing a store room & office for P. W. Inspectors	1400	537	1937				15. 4. 95
28	Cons. Engrs. No. 2021 of 27. 9. 94	Division B. Main Line Tanjore to Tuticorin Tirumambur station Extending the through siding & platform	1206	1931	3217				26. 4. 95
29	U. L. O. No. 1374 R. 17. 11. 93	L. Chinopoly Line: station Constructing 3 Double blocks of Quarters for station Drivers & Cleaners	4760	1950	6660	3920	10	4000	16. 2. 95
30	Cons. Engrs. No. 2470. 6. 8. 94	Kolatur South station Extending the through siding & Lengthening 2 ft Platform	335	975	1310	36	988	1024	15. 5. 95
31	Cons. Engrs. No. 2260. 22. 10. 94	Tirumampati station Extending the through siding & platform	990	1495	2485				22. 5. 95
32	Cons. Engrs. No. 2671. 25. 8. 94	Myppalur station Extending the through siding	370	863	1233				24. 4. 95
33	Cons. Engrs. No. 2017. 27. 9. 94	Cholamundam station Extending through siding	720	623	1343				26. 4. 95
34	Cons. Engrs. No. 2743. 29. 11. 94	Tambaturam station Lengthening through siding & raising platform	1177	1154	2331				28. 5. 95

These are the works which are to be completed by the end of the year 1894. The works which are to be completed by the end of the year 1895 are marked with a cross.

List of Open Capital Sanctions for Quarter Ending 31st March 1895.

Rollingstock

Sheet No. 4

Serial No.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER ALPIT BOOKS AT END OF SEPTEMBER 1894			Present date when sanction lapses.
			Indian.	English.	Total.	Indian.	English.	Total.	
35	Cons. Engrs: No. 3167 of 15.10.94	<u>Kumiyannur station</u> Proposed additions & alterations & providing a 3 rd class waiting shed	652	1543	2195				14.4.95
36	M. L. O. No. 2206 R. 14.11.92	<u>Madura station</u> Laying pipes to the Staff quarters, Laying additional well & raising tank house	1322	4440	5762	344	155	5793	31.3.95
37	Cons. Engrs: No. 3274 of 23.10.94	<u>Vindupati station</u> Extending through siding	592	AAA	1400				22.4.95
38	Cons. Engrs: No. 664 of 31.5.92	<u>Koilpati station</u> Additional Tank houses 12	3715	457	4173	2475	122	3017	31.3.95
39	M. L. O. No. 1345 R. 4.11.93	<u>Kannurapattanam station</u> Constructing permanent station arrangements	5104	6559	11663	935	156	4799	31.3.95
40	Cons. Engrs: No. 401 of 24.4.93	<u>Latapari station</u> Laying 30' well & line rods	1769	2207	3976	1157	149	1307	31.3.95
41	Cons. Engrs: No. 2697 of 27.8.94	<u>Trichinopoly to Erode. Branch</u> <u>Pettimaitalai station.</u> Extending the through siding	324	1040	1364				20.4.95
42	Cons. Engrs: No. 2902 of 25.8.94	<u>Division Co. Villupuram to Charamanuram</u> <u>Venetasapuram station</u> Extending a 6ft Rail Covered Irrigation Culvert under roads approach	296	74	370				24.5.95
43	Cons. Engrs: No. 6270 of 19.6.94	<u>Kurabulakota station.</u> Construction of a short dead end safety siding	4506	761	5267				18.4.95
44	Cons. Engrs: No. 2134 of 7.7.94	<u>Chellora station.</u> Latrine for Staff quarters	1540	295	1835	54	30	84	31.12.95

List of Open Capital Sanctions for Qu

Serial No.	Authority.	Works.
45	Cons. Engrs: No. 905 of 25.9.93	Pakhalu Chelloru Section Bants Venentuchelloru station Laying and Goodshed
46	Cons. Engrs: No. 3272 of 23.10.94	Viendodu Station Supplying two additional 30' diameter loco Venentuchelloru station
47	Cons. Engrs: No. 1147 of 12.12.93	Providing Laying & Goodshed
48	Cons. Engrs: No. 906 of 25.9.93	Kalubhaski station Proposed Goodshed & Loading bank
49	Cons. Engrs: No. 913 of 27.9.93	General Work Double faced platform. Chacks at 6 station
50	Cons. Engrs: No. 3977 of 12.2.91	Shifting existing distant signals from points at 100 stations
51	Cons. Engrs: No. 1339 of 25.4.94	Alterations to Jibs of 75 Water Columns different stations
52	Cons. Engrs: No. 1045 of 12.6.94	Inserting iron bars in the timber window at 6 station houses
53	Cons. Engrs: No. 610 of 19.6.94	Inserting iron bars in the window frame at 5 station Masters Bungalows
54	Cons. Engrs: No. 3457 of 10.7.94	Raising the overhead tracings of the 2nd Santhapur, Ponnur, Andeleluru, Old Vellore Coleroon, & Alendapalle
55	Cons. Engrs: No. 2320 of 20.7.94	Additional land required South West of Offices at Trichinopoly Junction
56	Cons. Engrs: No. 2134 of 11.10.94	Providing up & down stream Curbstone flooding and aprons for 4. 20 feet arch at 244 m 2. S. Post
57	Cons. Engrs: No. 3640 of 21.11.94	Constructing 1. 10 feet Girder Bridge at opening at 291 miles

2nd dates in 4th col in the column headed "Present date when sanctioned" which they are noted to be sanctioned, as done at the time not been

Register No.
date

58	Cons. Engrs: No. 2400 R dated 23.11.91
59	Cons. Engrs: No. 2400 R.C dated 22.1.92
60	Cons. Engrs: No. 279 R.L. dated 13.4.94
61	Cons. Engrs: No. 472 R.L. dated 22.12.92
62	Cons. Engrs: No. 607 R. 13.12.94
63	Cons. Engrs: No. 439 R.L. dated 11.12.93

64	Cons. Engrs: No. 644 R. 13.12.94
65	Cons. Engrs: No. 576 R. 23.10.94
66	Cons. Engrs: No. 698 R. 15.12.94
67	Cons. Engrs: No. 2774 of 29.11.94

into in 4th col in the column headed "Present date when sanctioned" which they are noted to be sanctioned, as done at the time not been

Trichinopoly
Chief Engineer's Office
11th January 1895

Agmt
Offg Examinng Ry Insp
Madras

11/1

Rollingstock

Supplying all de. ch. S. Vechi

For one cleaned Goods Wagon - WAYS,
Fitting automatic vacuum brake &
100. paper Coaching Vechi
Additional Rollingstock.

20. First & 2nd Class Composites &
20. 3rd Class paper Carriages
Construction of 4 oil Tank Car
Fitting vacuum brake gear to 23 ad.
Two Carriage & Wagon stock brake gear
for 5 ordinary 4. wheeled Coaches
Brake gear & fittings for 15 brake vans
Brake gear with pipes complete for 4
22 ft

Brake gear with pipes complete for 4 Carriages
Construction of 2 additional oil Tank
Constructing 2. Engineer's Inspection gear
Constructing 2. additional Tender Wagon
Altering 20. 2nd Class Paper Coaches

BACK PAPERS.

[illegible]

FURTHER PAPERS.

[illegible]

24TH APRIL 1895, No. 302 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent, South Indian Railway, dated 19th April 1895, No. 363.

ABSTRACT.—Forwarding the list of Open Capital Sanctions, South Indian Railway, for the quarter ending 30th June 1895.

SOUTH INDIAN RAILWAY.

List of Open Capital Sanctions for quarter ending 30th June 1895.

(a) No works to be carried on and 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 work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation 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.

Serial No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF 31st DECEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.	RS. A. P.	Indian.	English.	Total.
1	..	C.E. No. 3462, dated 6th Nov. 1894.	DIVISION A.—MAIN LINE, MADRAS TO TANJORE. <i>Chingleput Station.</i> Constructing Permanent-way Inspector's bungalow and out-houses.	1,761 0 0	669 0 0	2,430 0 0	..	..	..	..
2	..	C.E. No. 3018, dated 27th Sept. 1894.	Extending the through siding ..	844 0 0 30 0 0	998 0 0	1,342 0 0 30 0 0	..	44 13 3	948 14 0	993 11 3
3	..	C.E. No. 941, dated 6th July 1891. G.I. No. 194 R.C., dated 23rd Feb. 1894.	<i>Vilupuram Station.</i> Tools and plant, machinery .. Additional staff quarters and locomotive accommodation.	..	4,353 0 0	4,353 0 0	..	..	..	..
4	..	C.E. No. 3187, dated 16th Oct. 1894.	<i>Cuddalore New Town Station.</i> Proposed addition to station-house and providing a 3rd-class waiting shed.	1,351 0 0 87 0 0	1,843 0 0 98 0 0	3,194 0 0 185 0 0	..	211 9 0	495 13 4	707 6 4
5	..	C.E. No. 2890, dated 17th Sept. 1894.	<i>Chidambaram Station.</i> Increasing waiting accommodation ..	907 0 0 262 0 0	1,371 0 0 271 0 0	2,278 0 0 533 0 0	..	214 7 0	70 7 4	284 14 4
6	..	G.I. No. 277 R.C., dated 21st March 1893.	<i>Mayavaram Station.</i> Enlarging the station in consequence of the junction with Mayavaram-Muttupet Railway.	47,955 0 0 6,103 0 0	45,484 0 0 2,857 0 0	93,439 0 0 8,960 0 0	..	35,371 14 2	56,484 13 1	91,856 11 3
7	..	C.E. No. 2237, dated 16th July 1894.	Purchase and erection of Tungoye's steam pump required for supplying running engines with water and washing out purposes.	148 0 0 78 0 0	4,546 0 0 219 0 0	4,694 0 0 297 0 0	..	..	..	..
8	..	C.E. No. 3295, dated 24th Oct. 1894.	Converting existing Permanent-way Inspector's office and store into guards' running bungalow.	936 0 0 44 0 0	341 0 0 20 0 0	1,277 0 0 64 0 0	..	150 14 9	407 13 8	558 12 5
9	..	C.E. No. 2989, dated 26th Sept. 1894.	<i>Narasimangopalai Station.</i> Extending through siding ..	441 0 0 110 0 0	1,154 0 0	1,595 0 0 110 0 0	..	18 4 0	1,219 12 9	1,238 0 9
10	..									

11	..	C.E. No. 3270, dated 23rd Oct. 1894.	<i>Papanasam Station.</i> Extending the through siding ..	710 0 0 151 0 0	1,028 0 0	1,738 0 0 151 0 0	..	11 10 0	290 9 4	302 3 4
12	..	C.E. No. 3273, dated 23rd Oct. 1894.	<i>Agampet Station.</i> Extending the through siding ..	730 0 0 118 0 0	923 0 0	1,553 0 0 118 0 0	..	9 14 6	225 9 4	235 7 10
13	..	C.E. No. 2548, dated 14th Aug. 1894.	<i>Tanjore Station.</i> Laying a dead end siding ..	200 0 0 55 0 0	1,149 0 0	1,349 0 0 55 0 0	..	101 4 0	1,181 4 1	1,282 8 1
14	..	C.E. No. 1750, dated 12th Dec. 1891.	Providing a steam pump and shed ..	68 0 0	3,922 0 0	3,910 0 0	..	95 5 11	3,442 0 3	3,537 6 2
15	..	C.E. No. 3267, dated 23rd Oct. 1894.	VILLUPURAM-PONDICHERY BRANCH. <i>Palavanur Station.</i> Connecting the lay-by with the main line.	174 0 0	845 0 0	1,019 0 0	..	12 0 0	131 14 11	143 14 11
16	..	M.G.O. No. 1842 R., dated 10th Aug. 1891.	TRUVALUR-NEGAPATAM BRANCH. <i>Negapatam Station.</i> Providing accommodation for a dispensary and an apothecary.	5,492 0 0	1,671 0 0	7,163 0 0	..	1,515 15 7	12 15 9	1,528 15 4
17	..	M.G.O. No. 128 R., dated 1st March 1894.	Making certain alterations and alterations to the General Stores office including the addition of an upper storey.	5,812 0 0 449 0 0	1,590 0 0 552 0 0	7,402 0 0 1,001 0 0	..	4,601 12 7	2,041 11 4	6,643 7 11
18	..	C.E. No. 568, dated 16th February 1895.	Examining pit 50 feet long and engine lift.	1,316 0 0 5 0 0	3,417 0 0	4,733 0 0 5 0 0	..	..	..	..
19	..	G.I. No. 429 R.C., dated 2nd May 1893.	<i>Tiruvallur Station.</i> Enlarging the station to provide accommodation for Mayavaram-Muttupet Railway.	39,081 0 0 4,140 0 0	45,362 0 0 1,469 0 0	84,443 0 0 5,609 0 0	..	46,539 14 2	40,793 2 8	87,333 0 10
20	..	C.E. No. 2236, dated 16th July 1894.	Providing a store room and office for Permanent-way Inspector.	1,400 0 0	537 0 0	1,937 0 0	..	3 15 4	65 1 7	69 0 11
21	..	C.E. No. 3021, dated 27th Sept. 1894.	DIVISION B.—MAIN LINE, TANJORE TO TUTTUCUMIN. <i>Tiruvembur Station.</i> Extending the through siding and platform.	1,286 0 0 52 0 0	1,931 0 0	3,217 0 0 52 0 0	..	272 0 0	847 0 1	1,119 0 1
22	..	M.G.O. No. 1378 R., dated 17th Nov. 1893.	<i>Tirukingopoly Junction Station.</i> Constructing three double blocks of quarters for Native drivers and cleaners.	4,710 0 0	1,950 0 0	6,660 0 0	..	3,920 8 10	2,087 15 11	6,008 8 9
23	..	C.E. No. 208, dated 19th January 1895.	Converting a portion in the north-west end of the carpenters' shed at the Engineering Workshop into a Ticket Printing office.	871 0 0 27 0 0	676 0 0	1,547 0 0 27 0 0	..	..	..	..

List of Open Capital Sanctions for quarter ending 30th June 1895—cont.

Serial No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.				EXPENDITURE AS PER AUDIT BOOKS AT END OF 31st DECEMBER 1894.				Present date when sanction lapses.				
				Indian.		English.		Total.		Indian.			English.		Total.	
				RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.		RS.	A. P.	RS.	A. P.
24	..	C.E. No. 371, dated 2nd February 1895.	<i>Trichinopoly Junction Station—cont.</i> Converting a portion of the north-west end of carpenters' shed at the Engineering Workshop into Telegraph Workshop and Medical Stores.	1,096	0 0	714	0 0	1,810	0 0	..	..	..	..	1st Feb. 1896.		
25	..	C.E. No. 2475, dated 6th Aug. 1894.	<i>Kolattur South Station.</i> Extending the through siding and lengthening 2 feet culvert.	335	0 0	975	0 0	1,310	0 0	130	4 6	1,043	1 7	5th May 1895.		
26	..	C.E. No. 3268, dated 23rd October 1894.	<i>Vaiyampati Station.</i> Extending the through siding and lay-by and raising platform.	990	0 0	1,495	0 0	2,485	0 0	265	12 0	385	0 2	22nd May 1895.		
27	..	C.E. No. 2671, dated 25th Aug. 1894.	<i>Ayyalar Station.</i> Extending the through siding ..	370	0 0	963	0 0	1,333	0 0	24	13 0	523	13 7	24th April 1895.		
28	..	C.E. No. 170, dated 17th January 1895.	Providing a safety siding ..	45	0 0	..	..	45	0 0	..	..	..	..	16th May "		
29	..	C.E. No. 3017, dated 27th Sept. 1894.	<i>Sholavandan Station.</i> Extending through siding ..	185	0 0	795	0 0	980	0 0	..	..	..	..	26th April 1895.		
30	..	C.E. No. 3743, dated 29th Nov. 1894.	<i>Ambaturai Station.</i> Lengthening through siding and raising the platform.	1,177	0 0	1,154	0 0	2,331	0 0	..	..	..	..	28th May 1895.		
31	..	C.E. No. 3167, dated 15th Oct. 1894.	<i>Ammayavakkur Station.</i> Proposed additions and alterations to station-house and providing a 3rd-class waiting shed.	652	0 0	1,543	0 0	2,195	0 0	..	..	17	13 7	14th April 1895.		
32	..	M.G.O. No. 2706 R., dated 14th Nov. 1892.	<i>Madura Station.</i> Laying pipes to the staff quarters, sinking additional well, and raising tank house.	1,322	0 0	4,440	0 0	5,762	0 0	703	15 11	6,063	7 0	31st July 1895.		
33	..	C.E. No. 2274, dated 23rd Oct. 1894.	<i>Vindupatti Station.</i> Extending through siding ..	592	0 0	888	0 0	1,480	0 0	..	..	269	2 9	22nd April 1895.		
34	..	C.E. No. 388, dated 4th Feb. 1895.	Constructing a siding from the main line to the adjacent Cotton press of Messrs. Balli Brothers.	355	0 0	1,788	0 0	2,143	0 0	To be borne by Company.	..	..	..	3rd May 1895.		
				84	9 0	202	0 0	286	0 0	To be borne by firm.	..	..	..			

35	..	C.E. No. 527, dated 13th Feb. 1895.	<i>Sattur Station.</i> Constructing a siding from the lay-by to the Cotton press of Messrs. Balli Brothers.	192	0 0	1,019	0 0	1,211	0 0	To be borne by Company.	..	12th April 1895.
36	..	C.E. No. 664, dated 31st May 1892.	<i>Koizipati Station.</i> Additional tank house ..	415	0 0	819	0 0	1,234	0 0	To be borne by firm.	..	30th June 1895.
37	..	M.G.O. No. 1345 R., dated 4th Nov. 1893.	<i>Kamarapuram Station.</i> Constructing permanent station arrangements.	3,715	0 0	458	0 0	4,173	0 0	301	7 3	3rd May 1895.
38	..	C.E. No. 2697, dated 29th Aug. 1894.	<i>Trichinopoly-Erode Branch.</i> <i>Pittavadyalai Station.</i> Extending the through siding ..	15	0 0	..	..	15	0 0	..	..	28th April 1895.
39	..	C.E. No. 2982, dated 26th Sept. 1894.	<i>Yencatasapuram Station.</i> Extending a 6 feet rail covered irrigation culverts under goods approach.	5,104	0 0	6,559	0 0	11,663	0 0	5,028	10 3	24th May 1895.
40	..	C.E. No. 63-O, dated 19th June 1894.	<i>Karubalakotta Station.</i> Construction of a short dead end safety siding.	56	0 0	..	..	56	0 0	..	..	18th April 1895.
41	V.D. of 1894-95.	G.I. No. 184 R.C., dated 21st Feb. 1895.	<i>PAKALA-NELLORE SECTION.</i> <i>Pakala Station.</i> Staff quarters ..	334	0 0	1,048	0 0	1,372	0 0	695	7 3	29th Aug. 1895.
42	..	C.E. No. 2139, dated 7th July 1894.	<i>Nellore Station.</i> Latrine for staff quarters ..	62,947	0 0	15,884	0 0	78,831	0 0	..	..	31st Dec. 1895.
43	..	C.E. No. 3272, dated 23rd Oct. 1894.	<i>Vendod Station.</i> Sinking an additional 30 feet diameter locomotive well.	1,540	0 0	295	0 0	1,835	0 0	346	15 8	22nd April 1895.
44	..	C.E. No. 913, dated 27th Sept. 1893.	<i>General Works.</i> Double faced platform clock at six stations.	1,849	0 0	..	..	1,849	0 0	..	..	30th Sept. 1895.
45	..	M.G.O. No. 397 R., dated 12th Feb. 1891.	Shifting existing distant signals from facing points at 100 stations.	168	0 0	3,732	0 0	3,900	0 0	3,572	13 3	31st Dec. 1895.
46	..	C.E. No. 1339, dated 25th April 1894.	Alterations to ribs of 73 water columns at different stations.	210	0 0	5,573	0 0	6,783	0 0	3,177	6 9	24th April 1895.
47	..	C.E. No. 1845, dated 13th June 1894.	Inserting iron bars in the ticket windows of 86 station-houses.	5,670	0 0	2,835	0 0	8,505	0 0	7	10 4	12th "
48	..	C.E. No. 61-O, dated 18th June 1894.	Inserting iron bars in the window frame of 45 stationmasters' bungalows.	949	0 0	1,022	0 0	1,971	0 0	31	8 0	18th "
				..	..	2,307	0 0	2,307	0 0	267	12 0	
				..	..	1,237	0 0	1,237	0 0	267	12 0	

List of Open Capital Sanctions for quarter ending 30th June 1895—cont.

No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.				EXPENDITURE AS PER AUDIT BOOKS AT END OF 31st DECEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.		Indian.	English.	Total.	
49	..	M.G.O. No. 385 R., dated 10th July 1894.	<i>General Works—cont.</i> Raising the overhead bracings of the bridges Tondavar, Ponnaiyar, Gaddiam, old Vellar, old Coleroon and Madugu. Additional land required south-west of General offices at Trichinopoly junction. Providing up and down stream curtain walls, flooring and apron for 4-25 feet arch bridge at 2½ miles 2nd telegraph post. Constructing 1-15 feet girder bridge as a flood opening at G. 291/3 miles. Constructing a 25 feet span bridge in lieu of the existing 6 feet span opening at mile 409/9 near Kumarapuram. Six portable booking offices required at stations. Substituting a steel pale fence for the existing wire fence on the bund of the east side of the Kumban village at Yellore.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	31st Mar. 1896.
50	..	C.E. No. 2995, dated 20th July 1894.		916 0 0	5,688 0 0	6,604 0 0	..	..	..	..	30th Sept. 1895.
51	..	C.E. No. 3134, dated 11th Oct. 1894.		202 0 0	..	202 0 0	..	..	..	..	10th April "
52	..	C.E. No. 3640, dated 21st Nov. 1894.		2,221 0 0	..	2,221 0 0	..	..	..	..	20th June "
53	..	C.E. No. 372, dated 2nd Feb. 1895.		1,195 0 0	..	1,195 0 0	..	..	..	..	1st April 1896.
54	..	C.E. No. 641, dated 23rd Feb. 1895.	<i>Rolling Stock.</i> Supplying all C.N.S. vehicles with side chains. For one covered goods wagon Fitting automatic vacuum brake gear to 20 engines and 100 bogie coaching vehicles.	1,681 0 0	551 0 0	2,232 0 0	..	..	..	..	22nd May 1895.
55	..	C.E. No. 366, dated 2nd Feb. 1895.		744 0 0	243 0 0	987 0 0	..	..	..	..	1st April 1896.
56	..	M.G.O. No. 28 R., dated 21st Jan. 1895.		1,288 0 0	957 0 0	2,245 0 0	..	..	..	..	20th "
57	..	M.G.O. No. 133 R., dated 6th March 1895.		1,992 0 0	418 0 0	2,410 0 0	..	..	..	..	6th March 1896.
58	I.S.I.R. of 94-95.	G.I. No. 185 R.C., dated 21st Feb. 1895, and G.O. No. 132 R., dated 6th March 1895.		..	1,800 0 0	1,800 0 0	..	..	..	..	20th Aug. 1896.
59	..	M.G.O. No. 2850 R., dated 23rd Nov. 1891.	<i>Additional Rolling Stock.</i> Twenty 1st and 2nd class composite bogie carriages. Eighty 3rd-class bogie carriages. Fitting vacuum brake gear to 73 additional vehicles. Two carriage and wagon stock brake gear with pipes for fifty ordinary four-wheeled coaches. Brake gear and fittings for 15 brake vans. Brake gear with pipes, complete, for four carriages, 38 feet long. Brake gear with pipes, complete, for four carriages, 22 feet long. Construction of two additional oil tank trucks. Constructing three Engineers' inspection carriages. Constructing two additional powder vans.	848 0 0	5,512 0 0	6,360 0 0	329 6 9	1,544 11 10	1,874 2 7	..	30th June 1895.
60	2 S.I.R. of 1892.	G.I. No. 555 R.C., dated 22nd Jan. 1892.		76 0 0	1,224 0 0	1,300 0 0	..	..	..	..	Six months after receipt of materials.
61	2 S.I.R. of 1894.	G.I. No. 279 R.S., dated 13th Sept. 1894.		8,814 0 0	1,28,560 0 0	1,37,374 0 0	..	..	..	..	31st Dec. 1895.
62	3 S.I.R. of 1892.	G.I. No. 473 R.S., dated 22nd Decem-ber 1892.		56,000 0 0	1,34,740 0 0	1,90,740 0 0	37,337 12 7	1,59,999 10 10	1,97,337 7 6	..	30th June 1895.
63	6 S.I.R. of 1893.	G.I. No. 439 R.S., dated 11th Decem-ber 1893.		1,06,400 0 0	3,76,320 0 0	4,82,720 0 0	63,008 0 9	4,21,075 15 7	4,80,084 0 4	..	31st Dec. "
64	..	G.O. No. 688 R., dated 13th Dec. 1894.		1,000 0 0	20,650 0 0	21,650 0 0	..	..	..	..	31st Dec. 1895.
65	..	G.O. No. 576 R., dated 23rd Oct. 1894.		300 0 0	8,400 0 0	8,700 0 0	..	..	..	..	31st "
66	..	G.O. No. 698 R., dated 15th Dec. 1894.		160 0 0	2,960 0 0	3,120 0 0	..	..	..	..	31st "
				80 0 0	1,652 0 0	1,732 0 0	..	..	..	..	31st "
				1,616 0 0	5,632 0 0	7,248 0 0	..	..	..	..	31st "
				2,094 0 0	12,906 0 0	15,000 0 0	..	..	..	..	22nd April. 1895.
				832 0 0	5,892 0 0	6,724 0 0	..	..	..	..	30th June 1895.

The dates in block type in the column headed "Present date when sanction lapses" are those to which the Chief Engineer and the Locomotive Superintendent desire the sanction against which they are noted to be extended, as several works have not been completed during the quarter ending 31st March 1895.

* The allocation has subsequently been revised by the Consulting Engineer in his No. 1115, dated 1st April 1895 to—

Stores.		Total.	
Cash.	RS. A. P.	RS. A. P.	
16,618 0 0	41 0 0	16,659 0 0	
13,304 0 0	708 0 0	14,012 0 0	

TRICHINOPOLY,
28th March 1895.

(Signed) A. GRANT,
Examr. of Railway Accts., Trichinopoly.

(Signed) W. M. SIMPSON,
Chief Auditor.
(Signed) W. S. BETTS,
Agent.

ORDER—dated 24th April 1895, No. 302 R., Public Works.

Ordered that the list of Open Capital Sanctions, South Indian Railway, for the quarter ending the 30th June 1895 be forwarded to the Government of India.

2. All cases of excesses over estimates are receiving attention.

[Here enter No. 303 R., dated 24th April 1895.]

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
„ Examiner, Railway Accounts, Madras.

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated April, 24th.

Read.

Encl.

G.O., 24th April 1895, No. 302 R.

APRIL.

South Indian Railway

Ordered that the list of Open Capital Sanctions, —, for the quarter ending the 30th June 1895 be forwarded to the Government of India.

24TH APRIL 1895, No. 302 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent, South Indian Railway, dated 19th April 1895, No. 363.

ABSTRACT.—Forwarding the list of Open Capital Sanctions, South Indian Railway, for the quarter ending 30th June 1895.

SOUTH INDIAN RAILWAY.

List of Open Capital Sanctions for quarter ending 30th June 1895.

(a) No works to be carried on and after date on which sanction closes without renewal of sanction, which should be applied for at least one month before lapses of sanction.
 (b) Bills for work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation 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.

Serial No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF 31st DECEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
1	..	C.E. No. 3462, dated 6th Nov. 1894.	DIVISION A.—MAIN LINE, MADRAS TO TANJORE. <i>Chingleput Station.</i> Constructing Permanent-way Inspector's bungalow and out-houses.	1,761 0 0	669 0 0	2,430 0 0	..	..	..	5th April 1895.
2	..	C.E. No. 3018, dated 27th Sept. 1894.	Extending the through siding ..	344 0 0 80 0 0	998 0 0 ..	1,342 0 0 30 0 0	44 13 3 ..	948 14 0 ..	993 11 3 ..	26th "
3	..	C.E. No. 941, dated 6th July 1891.	<i>Vilupuram Station.</i> Tools and plant, machinery ..	..	4,353 0 0	4,353 0 0	..	..	..	31st March 1895.
4	I.S.I.R. of 1894.	G.I. No. 194 R.C., dated 23rd Feb. 1894.	Additional staff quarters and locomotive accommodation.	37,880 0 0 408 0 0	31,010 0 0 169 0 0	68,890 0 0 577 0 0	11,710 11 11 ..	13,122 7 7 ..	24,833 3 6 ..	4th Dec. 1895.
5	..	C.E. No. 3187, dated 16th Oct. 1894.	<i>Cuddalore New Town Station.</i> Proposed addition to station-house and providing a 3rd-class waiting shed.	1,351 0 0 87 0 0	1,843 0 0 98 0 0	3,194 0 0 185 0 0	211 9 0 ..	495 13 4 ..	707 8 4 ..	15th April 1895.
6	..	C.E. No. 2990, dated 17th Sept. 1894.	<i>Chidambaram Station.</i> Increasing waiting accommodation ..	907 0 0 262 0 0	1,371 0 0 271 0 0	2,278 0 0 533 0 0	214 7 0 ..	70 7 4 ..	284 14 4 ..	16th "
7	3 S.I.R. of 1893.	G.I. No. 277 R.C., dated 21st March 1893.	<i>Mayavaram Station.</i> Enlarging the station in consequence of the junction with Mayavaram-Muttupet Railway.	47,955 0 0 6,103 0 0	45,484 0 0 2,857 0 0	93,439 0 0 8,960 0 0	35,371 14 2 ..	56,484 13 1 ..	91,855 11 3 ..	23rd "
8	..	C.E. No. 2237, dated 16th July 1894.	Purchase and erection of Tungro's steam pump required for supplying running engines with water and washing out purposes.	148 0 0 78 0 0	4,546 0 0 219 0 0	4,694 0 0 297 0 0				15th "
9	..	C.E. No. 3295, dated 24th Oct. 1894.	Converting existing Permanent-way Inspector's office and store into guards' running bungalow.	936 0 0 44 0 0	341 0 0 20 0 0	1,277 0 0 64 0 0	150 14 9 ..	407 13 8 ..	558 12 5 ..	22nd "
10	..	C.E. No. 2989, dated 26th Sept. 1894.	<i>Narasasingampet Station.</i> Extending through siding ..	441 0 0 110 0 0	1,154 0 0 ..	1,595 0 0 110 0 0	18 4 0 ..	1,219 12 9 ..	1,238 0 9 ..	25th May 1895.

11	..	C.E. No. 3270, dated 23rd Oct. 1894.	<i>Pipanam Station.</i> Extending the through siding ..	710 0 0 151 0 0	1,028 0 0 ..	1,738 0 0 151 0 0	11 10 0 ..	290 9 4 ..	302 3 4 ..	22nd April 1895.
12	..	C.E. No. 3273, dated 23rd Oct. 1894.	<i>Ayyampet Station.</i> Extending the through siding ..	730 0 0 118 0 0	923 0 0 ..	1,653 0 0 118 0 0	9 14 6 ..	225 9 4 ..	235 7 10 ..	22nd "
13	..	C.E. No. 2548, dated 14th Aug. 1894.	<i>Tanjore Station.</i> Laying a dead end siding ..	200 0 0 55 0 0	1,149 0 0 ..	1,349 0 0 55 0 0	101 4 0 ..	1,181 4 1 ..	1,282 8 1 ..	13th "
14	..	C.E. No. 1750, dated 12th Dec. 1891.	Providing a steam pump and shed ..	68 0 0	3,822 0 0	3,910 0 0	95 5 11	3,442 0 3	3,537 6 2	31st Dec. 1895.
15	..	C.E. No. 3257, dated 23rd Oct. 1894.	VILLUPURAM-PONDICHERY BRANCH. <i>Palasur Station.</i> Connecting the lay-bye with the main line.	174 0 0	845 0 0	1,019 0 0	12 0 0	131 14 11	143 14 11	22nd April 1895.
16	..	M.G.O. No. 1842 R., dated 10th Aug. 1891.	<i>Negapatam Station.</i> Providing accommodation for a dispensary and an apothecary.	5,492 0 0	1,671 0 0	7,163 0 0	1,515 15 7	12 15 9	1,528 15 4	31st March 1895.
17	..	M.G.O. No. 128 R., dated 1st March 1894.	Making certain additions and alterations to the General Stores office including the addition of an upper storey.	5,812 0 0 449 0 0	1,590 0 0 552 0 0	7,402 0 0 1,001 0 0	4,601 12 7 ..	2,041 11 4 ..	6,643 7 11 ..	31st May 1895.
18	..	C.E. No. 568, dated 16th February 1895.	Examining pit 50 feet long and engine lift.	1,316 0 0 5 0 0	3,417 0 0 ..	4,733 0 0 5 0 0				15th Sept. "
19	4 S.I.R. of 1893.	G.I. No. 429 R.C., dated 2nd May 1893.	<i>Tiruvallur Station.</i> Enlarging the station to provide accommodation for Mayavaram-Muttupet Railway.	39,081 0 0 4,140 0 0	45,362 0 0 1,469 0 0	84,443 0 0 5,609 0 0	46,539 14 2 ..	40,793 2 8 ..	87,333 0 10 ..	31st July 1895.
20	..	C.E. No. 2236, dated 16th July 1894.	Providing a store room and office for Permanent-way Inspector.	1,400 0 0	537 0 0	1,937 0 0	3 15 4	65 1 7	69 0 11	15th April 1895.
21	..	C.E. No. 3021, dated 27th Sept. 1894.	DIVISION B.—MAIN LINE, TANJORE TO TUTICORIN. <i>Tiruvannamur Station.</i> Extending the through siding and platform.	1,286 0 0 52 0 0	1,931 0 0 ..	3,217 0 0 52 0 0	272 0 0 ..	847 0 1 ..	1,119 0 1 ..	26th April 1895.
22	..	M.G.O. No. 1378 R., dated 17th Nov. 1893.	<i>Tiruchinopoly Junction Station.</i> Constructing three double blocks of quarters for Native drivers and cleaners.	4,710 0 0	1,950 0 0	6,660 0 0	3,920 8 10	2,037 15 11	6,008 8 9	31st July 1895.
23	..	C.E. No. 208, dated 19th January 1895.	Converting a portion in the north-west end of the carpenters' shed at the Engineering Workshop into a Ticket Printing office.	871 0 0 27 0 0	676 0 0 ..	1,547 0 0 27 0 0				18th Nov. 1895.

List of Open Capital Sanctions for quarter ending 30th June 1895—cont.

Serial No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF 31st DECEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
24	..	C.E. No. 371, dated 2nd February 1895.	Trichinopoly Junction Station—cont. Converting a portion of the north-west end of carpenter's shed at the Engineering Workshop into Telegraph Workshop and Medical Stores.	RS. A. P. 1,086 0 0 48 0 0	RS. A. P. 714 0 0 ..	RS. A. P. 1,810 0 0 48 0 0	RS. A. P.	RS. A. P.	RS. A. P.	1st Feb. 1896.
25	..	C.E. No. 2475, dated 6th Aug. 1894.	Extending the through siding and lengthening 2 feet culvert.	335 0 0 65 0 0	975 0 0 ..	1,310 0 0 65 0 0	130 4 6	1,043 1 7	1,173 6 1	5th May 1895.
26	..	C.E. No. 3268, dated 23rd October 1894.	Extending the through siding and bye and raising platform.	990 0 0 64 0 0	1,495 0 0 23 0 0	2,485 0 0 87 0 0	265 12 0	385 0 2	650 12 2	22nd May 1895.
27	..	C.E. No. 2671, dated 25th Aug. 1894.	Aggathur Station. Extending the through siding ..	370 0 0 45 0 0	963 0 0 ..	1,333 0 0 45 0 0	24 13 0	523 13 7	548 10 7	24th April 1895.
28	..	C.E. No. 170, dated 17th January 1895.	Providing a safety siding ..	1 0 0 185 0 0	795 0 0 ..	1 0 0 980 0 0	..	..	..	16th May "
29	..	C.E. No. 3017, dated 27th Sept. 1894.	Shivandén Station. Extending through siding ..	720 0 0 29 0 0	1,023 0 0 ..	1,743 0 0 29 0 0	..	314 3 0	314 3 0	26th April 1895.
30	..	C.E. No. 3743, dated 29th Nov. 1894.	Ambaturai Station. Lengthening through siding and raising the platform.	1,177 0 0 215 0 0	1,154 0 0 ..	2,331 0 0 215 0 0	..	..	..	28th May 1895.
31	..	C.E. No. 3167, dated 15th Oct. 1894.	Aminayankkandar Station. Proposed additions and alterations to station-house and providing a 3rd-class waiting shed.	652 0 0 221 0 0	1,643 0 0 41 0 0	2,195 0 0 262 0 0	..	17 13 7	17 13 7	14th April 1895.
32	..	M.G.O. No. 2706 R., dated 14th Nov. 1892.	Madura Station. Laying pipes to the staff quarters, sinking additional well, and raising tank house.	1,322 0 0 5 0 0	4,440 0 0 ..	5,762 0 0 5 0 0	703 15 11	6,063 7 0	6,767 6 11	31st July 1895.
33	..	C.E. No. 2274, dated 23rd Oct. 1894.	Vrudupatti Station. Extending through siding ..	592 0 0 183 0 0	888 0 0 ..	1,480 0 0 183 0 0	..	269 2 9	269 2 9	22nd April 1895.
34	..	C.E. No. 388, dated 4th Feb. 1895.	Constructing a siding from the main line to the adjacent Cotton press of Messrs. Ralli Brothers.	365 0 0 84 0 0	1,788 0 0 202 0 0	2,143 0 0 286 0 0	To be borne by Company. To be borne by firm.	..	..	3rd May 1895.

35	..	C.E. No. 627, dated 13th Feb. 1895.	Sattur Station. Constructing a siding from the lay-bye to the Cotton press of Messrs. Ralli Brothers.	192 0 0 415 0 0	1,019 0 0 819 0 0	1,211 0 0 1,234 0 0	To be borne by Company. To be borne by firm.	..	..	12th April 1895.
36	..	C.E. No. 664, dated 31st May 1892.	Koivipatti Station. Additional tank house ..	8,715 0 0 15 0 0	458 0 0 ..	4,173 0 0 15 0 0	2,475 12 2	301 7 3	2,777 3 5	30th June 1895.
37	..	M.G.O. No. 1345 R., dated 4th Nov. 1893.	Kamarapuram Station. Constructing permanent station arrangements.	6,104 0 0 56 0 0	6,559 0 0 ..	11,663 0 0 56 0 0	3,336 7 0	5,028 10 3	8,365 1 3	3rd May 1895.
38	..	C.E. No. 2697, dated 29th Aug. 1894.	TRICHINOPOLY-ERODE BRANCH. Pottayyatalai Station. Extending the through siding ..	324 0 0 30 0 0	1,048 0 0 ..	1,372 0 0 30 0 0	18 9 6	695 7 3	714 0 9	28th April 1895.
39	..	C.E. No. 2982, dated 15th Sept. 1894.	DIVISION C.—VILLUPURAM TO DHARMAYARAM SECTION. Venetasapuram Station. Extending a 6 feet rail covered irrigation culverts under goods approach.	296 0 0	74 0 0	370 0 0	..	..	..	24th May 1895.
40	..	C.E. No. 65-O, dated 19th June 1894.	Kurubakotta Station. Construction of a short dead end safety siding.	1,556 0 0	761 0 0	2,417 0 0	..	..	..	18th April 1895.
41	I.V.D. of 1894-95.	G.I. No. 184 R.C., dated 21st Feb. 1895.	PARALA-NELLORE SECTION. Pakala Station. Staff quarters ..	62,947 0 0	15,884 0 0	78,831 0 0	..	..	..	29th Aug. 1896.
42	..	C.E. No. 2138, dated 7th July 1894.	Nellore Station. Latrine for staff quarters ..	1,540 0 0	295 0 0	1,835 0 0	54 3 8	346 15 8	401 3 4	31st Dec. 1895.
43	..	C.E. No. 3272, dated 23rd Oct. 1894.	Vendad Station. Sinking an additional 30 feet diameter locomotive well.	1,849 0 0	..	1,849 0 0	..	..	..	22nd April 1895.
44	..	C.E. No. 913, dated 27th Sept. 1893.	General Works. Double faced platform clock at six stations.	168 0 0	3,732 0 0	3,900 0 0	17 8 0	3,572 13 3	3,590 5 3	30th Sept. 1895.
45	..	M.G.O. No. 397 R., dated 12th Feb. 1891.	Shifting existing distant signals from facing points at 100 stations.	210 0 0	5,573 0 0	5,783 0 0	24 1 8	3,177 6 9	3,201 8 5	31st Dec. 1895.
46	..	C.E. No. 1339, dated 25th April 1894.	Alterations to jibs of 73 water columns at different stations.	5,670 0 0 949 0 0	2,835 0 0 1,022 0 0	8,505 0 0 1,971 0 0	..	7 10 4	7 10 4	24th April 1895.
47	..	C.E. No. 1845, dated 13th June 1894.	Inserting iron bars in the ticket windows of 86 station-houses.	..	2,307 0 0	2,307 0 0	2 10 0	81 8 0	34 2 0	12th "
48	..	C.E. No. 61-O, dated 19th June 1894.	Inserting iron bars in the window frame of 45 stationmasters' bungalows.	..	1,237 0 0	1,237 0 0	..	267 12 0	267 12 0	18th "

List of Open Capital Sanctions for quarter ending 30th June 1895—cont.

Serial No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF 31st DECEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
49	..	M.G.O. No. 385 R., dated 10th July 1894.	<i>General Works—cont.</i> Raising the overhead bracing of the bridges Tondayar, Ponnaiyar, Gaddiam, old Vellar, old Coleroon and Madugu. Additional land required south-west of General offices at Trichinopoly junction. Providing up and down stream curtain walls, flooring and apron for 4.25 feet arch bridge at 244 miles 2nd telegraph post. Constructing 1.15 feet girder bridge as a flood opening at G. 291/3 miles. Constructing a 25 feet span bridge in lieu of the existing 9 feet span opening at mile 409/9 near Kumarapuram. Six portable booking offices required at stations. Substituting a steel pale fence for the existing wire fence on the bund of the east side of the Kusbah village at Vellore. Demarcating the Company's land on either sides of the line with the boundary stones throughout the South Indian Railway proper. Construction of temporary station at Shundavoor at mile 104/3, main line. Lowering the line and pitching bank between the 251 miles and 253 miles.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
50	..	C.E. No. 2295, dated 20th July 1894.		916 0 0	5,688 0 0	6,604 0 0	..	..	..	31st Mar. 1896.
51	..	C.E. No. 3134, dated 11th Oct. 1894.		202 0 0	..	202 0 0	..	..	..	30th Sept. 1895.
52	..	C.E. No. 3640, dated 21st Nov. 1894.		2,221 0 0	..	2,221 0 0	..	..	..	10th April "
53	..	C.E. No. 372, dated 2nd Feb. 1895.		1,195 0 0	..	1,195 0 0	..	..	..	20th June "
54	..	C.E. No. 641, dated 23rd Feb. 1895.	<i>Rolling Stock.</i> Supplying all C.N.S. vehicles with side chains. For one covered goods wagon Fitting automatic vacuum brake gear to 20 engines and 100 bogie coaching vehicles.	1,681 0 0	551 0 0	2,232 0 0	..	..	..	1st April 1896.
55	..	C.E. No. 366, dated 2nd Feb. 1895.		744 0 0	243 0 0	987 0 0	..	..	..	22nd May 1895.
56	..	M.G.O. No. 28 R., dated 21st Jan. 1895.		1,238 0 0	957 0 0	2,245 0 0	..	..	..	1st April 1896.
57	..	M.G.O. No. 133 R., dated 6th March 1895.		1,992 0 0	418 0 0	2,410 0 0	..	..	..	20th " "
58	..	G.I. No. 185 R.C., dated 21st Feb. 1895, and G.O. No. 132 R., dated 6th March 1895.		..	1,800 0 0	1,800 0 0	..	..	..	5th March 1896.
59	..	M.G.O. No. 2550 R., dated 23rd Nov. 1891.	<i>Additional Rolling Stock.</i> Twenty 1st and 2nd class composite bogie carriages. Eighty 3rd-class bogie carriages. Fitting vacuum brake gear to 73 additional vehicles. Two carriage and wagon stock brake gear with pipes for fifty ordinary four-wheeled coaches. Brake gear and fittings for 15 brake vans. Brake gear with pipes, complete, for four carriages, 38 feet long. Brake gear with pipes, complete, for four carriages, 22 feet long. Construction of two additional oil tank trucks. Constructing three Engineers' inspection carriages. Constructing two additional powder vans.	861 0 0	2,147 0 0	3,008 0 0	..	..	..	30th June 1895.
60	..	G.I. No. 555 R.C., dated 22nd Jan. 1892.		180 0 0	141 0 0	321 0 0	..	..	..	Six months after receipt of materials.
61	..	G.I. No. 279 R.S., dated 13th Sept. 1894.		6,161 0 0	..	6,161 0 0	..	..	..	31st Dec. 1895.
62	..	G.I. No. 473 R.S., dated 22nd Decem-ber 1892.		2,724 0 0	7,021 0 0	9,745 0 0	..	..	..	..
63	..	G.I. No. 439 R.S., dated 11th Decem-ber 1893.		245 0 0	..	245 0 0	..	..	..	..
64	..	G.O. No. 688 R., dated 13th Dec. 1894.	<i>Additional Rolling Stock.</i> Twenty 1st and 2nd class composite bogie carriages. Eighty 3rd-class bogie carriages. Fitting vacuum brake gear to 73 additional vehicles. Two carriage and wagon stock brake gear with pipes for fifty ordinary four-wheeled coaches. Brake gear and fittings for 15 brake vans. Brake gear with pipes, complete, for four carriages, 38 feet long. Brake gear with pipes, complete, for four carriages, 22 feet long. Construction of two additional oil tank trucks. Constructing three Engineers' inspection carriages. Constructing two additional powder vans.	16,333 0 0	41 0 0	16,374 0 0	..	..	..	..
65	..	G.O. No. 576 R., dated 23rd Oct. 1894.		13,589 0 0	708 0 0	14,297 0 0	..	..	..	..
66	..	G.O. No. 698 R., dated 15th Dec. 1894.		848 0 0	5,512 0 0	6,360 0 0	329 6 9	1,544 11 10	1,874 2 7	..
67	..	G.O. No. 555 R.C., dated 22nd Jan. 1892.		76 0 0	1,224 0 0	1,300 0 0	..	..	..	..
68	..	G.I. No. 279 R.S., dated 13th Sept. 1894.		8,814 0 0	1,28,560 0 0	1,37,374 0 0	..	..	..	..

Serial No.	Register No. and date.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF 31st DECEMBER 1894.			Present date when sanction lapses.
				Indian.	English.	Total.	Indian.	English.	Total.	
62	..	M.G.O. No. 385 R., dated 10th July 1894.	<i>General Works—cont.</i> Raising the overhead bracing of the bridges Tondayar, Ponnaiyar, Gaddiam, old Vellar, old Coleroon and Madugu. Additional land required south-west of General offices at Trichinopoly junction. Providing up and down stream curtain walls, flooring and apron for 4.25 feet arch bridge at 244 miles 2nd telegraph post. Constructing 1.15 feet girder bridge as a flood opening at G. 291/3 miles. Constructing a 25 feet span bridge in lieu of the existing 9 feet span opening at mile 409/9 near Kumarapuram. Six portable booking offices required at stations. Substituting a steel pale fence for the existing wire fence on the bund of the east side of the Kusbah village at Vellore. Demarcating the Company's land on either sides of the line with the boundary stones throughout the South Indian Railway proper. Construction of temporary station at Shundavoor at mile 104/3, main line. Lowering the line and pitching bank between the 251 miles and 253 miles.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
63	..	C.E. No. 2295, dated 20th July 1894.		56,000 0 0	1,34,740 0 0	1,90,740 0 0	37,337 12 7	1,59,999 10 10	1,97,337 7 5	30th June 1895.
64	..	C.E. No. 3134, dated 11th Oct. 1894.		1,06,400 0 0	3,76,320 0 0	4,82,720 0 0	63,008 0 9	4,21,075 15 7	4,80,084 0 4	31st Dec. "
65	..	C.E. No. 3640, dated 21st Nov. 1894.		..	..	..	..	..	..	..
66	..	C.E. No. 372, dated 2nd Feb. 1895.		1,000 0 0	20,650 0 0	21,650 0 0	..	..	..	31st Dec. 1895.
67	..	C.E. No. 641, dated 23rd Feb. 1895.	<i>Rolling Stock.</i> Supplying all C.N.S. vehicles with side chains. For one covered goods wagon Fitting automatic vacuum brake gear to 20 engines and 100 bogie coaching vehicles.	300 0 0	8,400 0 0	8,700 0 0	..	..	..	31st " "
68	..	C.E. No. 366, dated 2nd Feb. 1895.		160 0 0	2,960 0 0	3,120 0 0	..	..	..	31st " "
69	..	M.G.O. No. 28 R., dated 21st Jan. 1895.		80 0 0	1,652 0 0	1,732 0 0	..	..	..	31st " "
70	..	M.G.O. No. 133 R., dated 6th March 1895.		1,616 0 0	6,632 0 0	7,248 0 0	..	..	..	22nd April 1895.
71	..	G.I. No. 185 R.C., dated 21st Feb. 1895, and G.O. No. 132 R., dated 6th March 1895.		2,094 0 0	12,906 0 0	15,000 0 0	..	..	..	30th June 1895.
72	..	G.I. No. 555 R.C., dated 22nd Jan. 1892.	<i>Additional Rolling Stock.</i> Twenty 1st and 2nd class composite bogie carriages. Eighty 3rd-class bogie carriages. Fitting vacuum brake gear to 73 additional vehicles. Two carriage and wagon stock brake gear with pipes for fifty ordinary four-wheeled coaches. Brake gear and fittings for 15 brake vans. Brake gear with pipes, complete, for four carriages, 38 feet long. Brake gear with pipes, complete, for four carriages, 22 feet long. Construction of two additional oil tank trucks. Constructing three Engineers' inspection carriages. Constructing two additional powder vans.	832 0 0	5,892 0 0	6,724 0 0	..	..	..	..
73	..	G.O. No. 576 R., dated 23rd Oct. 1894.		..	..	..	..	..	..	..
74	..	G.O. No. 698 R., dated 15th Dec. 1894.		..	..	..	..	..	..	..
75	..	G.O. No. 555 R.C., dated 22nd Jan. 1892.		..	..	..	..	..	..	..
76	..	G.I. No. 279 R.S., dated 13th Sept. 1894.		..	..	..	..	..	..	..

The dates in block type in the column headed "Present date when sanction lapses" are those to which the Chief Engineer and the Locomotive Superintendent desire the sanction against which they are noted to be extended, as several works have not been completed during the quarter ending 31st March 1895.

* The allocation has subsequently been revised by the Consulting Engineer in his No. 1115, dated 1st April 1895 to—

Cash.		Stores.		Total.	
RS.	A. P.	RS.	A. P.	RS.	A. P.
16,618	0 0	41	0 0	16,659	0 0
13,304	0 0	708	0 0	14,012	0 0

TRICHINOPOLY,
28th March 1895.

(Signed) A. GRANT, Trichinopoly.
Examr. of Railway Accts., Trichinopoly.

(Signed) W. M. SIMPSON,
Chief Auditor.
(Signed) W. S. BETTS,
Agent.

RAILWAY.
Govt. of {1895} Madras.
PUBLIC WORKS.

Dated April, 24th.

Recd.

Encl.

G.O., 24th April 1895, Nos. 302,
303 R.

APRIL.

South Indian Railway

Forwarding to the Government of India
Proceedings embodying the list of Open
Capital Sanctions, —, for the quarter ending
the 30th June 1895.

Serial No.		Authority.	EXPENDITURE AS PER AUDIT BOOKS AT END OF			Present date when sanction lapses
			Indian.	English.	Total.	
1	1	Bom. Cypri: No. 3462 of 6. 11. 94				5. 4. 95
2	2	Bom. Cypri: No. 5010 of 27. 9. 94	44	13	3	940 14 993 11 3 26. 7. 95
3	3	Bom. Cypri: No. 941 of 6. 7. 94				
4	4	S. I. R. L. S. No. 194 R.C. of 23. 2. 94	11	7	10	11 11 13 12 2 7 7 24,433 3 6 4. 12. 95
5	5	Bom. Cypri: No. 3107 of 16. 10. 94	2	11	9	495 13 4 707 6 4 15. 4. 95
6	6	Bom. Cypri: No. 2090 of 17. 9. 94	2	14	7	70 7 4 204 14 4 16. 4. 95
7	7	S. I. R. L. S. No. 277 R.C. of 21. 3. 93	35	37	1	14 2 56,444 13 1 91,456 11 3 23. 4. 95
8	8	Bom. Cypri: No. 2237 of 16. 7. 94				
9	9	Bom. Cypri: No. 3295 of 24. 10. 94				15. 4. 95
10	10	Bom. Cypri: No. 2909 of 26. 9. 94	15	0	14	9 407 13 4 578 12 5 22. 4. 95
			1	4		12 18 12 9 12,38 9 25. 5. 95

SOUTH INDIA RAILWAY CO., LD.

List of Open Capital Sanctions for Quarter Ending 30th June 1895.

Sub to 1

- No works to be carried on, and 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 work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation 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.

Serial No.	Authority.	Works.	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF 31-12-94			Present date when sanction lapses
			Indian.	English.	Total.	Indian.	English.	Total.	
1	Bans. Cypri: No. 3462 of 6. 11. 94	Division of. Chennai Line Madras to Bangalore Chingapur station Constructing Permanent Way Inspectors Bangalore Out houses	1761	669	2430				5. 4. 95
2	Bans. Cypri: No. 3010 of 27. 9. 94	Older station Extending the through siding	344	992	1336	44	133	940	26. 4. 95
			20		30				
3	Bans. Cypri: No. 341 of 6. 7. 94	Villupuram station Tools & plant & machinery		4353	4353				
4	Bans. Cypri: No. 194 R.C. of 23. 2. 94	Additional Staff quarters & Co. accommodation	37880	31010	68890	11710	11	13122	4. 15. 95
			1408	167	1575				
5	Bans. Cypri: No. 3187 of 16. 10. 94	Buddalore New Town station Proposed addition to Station houses & providing Wharves	1351	1643	2994	211	9	495	15. 4. 95
			33		103				
6	Bans. Cypri: No. 2490 of 17. 9. 94	Chidambaram station Increasing Working accommodation	907	1371	2278	214	7	70	16. 4. 95
			122	171	293				
7	Bans. Cypri: No. 277 R.C. of 21. 3. 94	Mayavaram station Enlarging the Station in consequence of the with the. Ch. Railway	47900	45404	93304	35371	142	56444	23. 4. 95
			113	1207	1320				
8	Bans. Cypri: No. 2237 of 16. 7. 94	Purchase erection of Ljungstrom steam for for supplying running Engines with water washing out purposes	148	4546	4694				15. 4. 95
	Bans. Cypri: No. 3290 of 24. 10. 94	Constructing existing P. Way Inspectors store into. Goods running Bangalore extending through siding	936	341	1277	150	149	407	22. 4. 95
	Bans. Cypri: No. 2989 of 26. 9. 94	Extending through siding	441	1154	1595	12	4	1218	25. 5. 95
			110		110				

SOUTH IND

List of Open Capital Sanctions

- A. No works to be carried on, and after date on which Sanction closes without renewal of sanction,
 B. Bills for work to be passed within three months from date of sanction closing, any subsequently is present, before audit.
 C. Expenditure on Capital works not in the list, will not be passed, unless formal Sanction has been r

Serial No.	Authority.	Works.
1	Bans. Cypri: No. 3462 of 6. 11. 94	Division of. Albain Line Albadras Chingepet station Constructing Permanent Way Inspector Out houses
2	Bans. Cypri: No. 3010 of 27. 9. 94	Olakur station Extending the through siding
3	Bans. Cypri: No. 941 of 6. 7. 91	Villupuram station Tools & plant & machinery
4	Bans. Cypri: No. 194 R.C. of 23. 2. 94	Additional Staff quarters & Co. accounts
5	Bans. Cypri: No. 3127 of 16. 10. 94	Buddalore New Town station Proposed addition to Station house & providing Wharves
6	Bans. Cypri: No. 2990 of 17. 9. 94	Chidambaram station Increasing Working accommodation
7	Bans. Cypri: No. 277 R.C. of 21. 3. 93	Mayavaram station Enlarging the Station in consequence of the with M. M. Railways
8	Bans. Cypri: No. 2237 of 16. 7. 94	Purchase & erection of Ljungstrom steam for supplying running engines with water washing out purposes
9	Bans. Cypri: No. 3295 of 24. 10. 94	Constructing existing P. Way - Inspector's store into Goods running Bangalore Chingepet station
10	Bans. Cypri: No. 2999 of 26. 9. 94	Extending through siding

List of Open Capital Sanctions for

Serial No.	Authority.	Works.
11	Bans. Cypri: No. 3270 of 23. 10. 94	Division of. Albain Line, Albadras to Papparasam station Extending the through siding
12	Bans. Cypri: No. 3273 of 23. 10. 94	Chingepet station Extending the through siding
13	Bans. Cypri: No. 3244 of 14. 7. 94	Tanjore station Laying a dead end siding
14	Bans. Cypri: No. 1750 of 12. 12. 91	Providing a steam pump & shed Villupuram Pondicherry Branch
15	Bans. Cypri: No. 3267 of 23. 10. 94	Vilavannur station Connecting the Lorry with the main Trinivallur Chingepet Branch
16	M. S. O. No. 1042 R. of 10. 4. 91	Chingepet station Providing accommodation for a dispo an Apothecary
17	M. S. O. No. 120 R. of 1. 3. 94	Constructing certain additions & alterations General stores Office, including the add. an Office Store
18	Bans. Cypri: No. 362 of 16. 2. 95	Constructing pit 50 ft long & engine lift Trinivallur station
19	M. S. O. No. 409 R.C. of 2. 5. 93	Enlarging the Station to provide accommodation M. M. Railways
20	Bans. Cypri: No. 2236 of 16. 7. 94	Providing a store room & office for P. Way. Insp.

List of Open Capital Sanctions for

Serial No.	Authority.	Works.
		<u>Division B, Main Line Ljung to</u>
		<u>Trivandrum Station</u>
21	Cons. Engrs: No. 3021 of 27.9.94	Extending the through siding & platform
		<u>Trichingopoly Junction Station</u>
22	M. S. O. No. 1370 R. 17.11.94	Constructing 3 double blocks of Qu
		<u>Station Quins & cleaners</u>
23	Cons. Engrs: No. 200. 19.1.95	Constructing a portion in the north west
		Carpenter's shed at the Engineering W
		or Ticket printing Office
24	Cons. Engrs: No. 371. 2.2.95	Constructing a portion of the north west
		Carpenter's shed at the Engineering W
		Telegraph Workshop & Medical Stores
		<u>Kolatur South Station</u>
25	Cons. Engrs: No. 2475. 6.2.94	Extending the through siding & length
		<u>Bulwer</u>
		<u>Trivandrum Station</u>
26	Cons. Engrs: No. 3260. 23.10.94	Extending the through siding & lay
		raising platform
		<u>Appalar Station</u>
27	Cons. Engrs: No. 2671. 25.8.94	Extending the through siding
28	Cons. Engrs: No. 170. 17.1.95	Providing a safety siding
		<u>Sholamandan Station</u>
29	Cons. Engrs: No. 3017. 27.9.94	Extending through siding
		<u>Trivandrum Station</u>
30	Cons. Engrs: No. 3743. 29.11.94	Lengthening through siding & raising the plat

List of Open Capital Sanctions for

Serial No.	Authority.	Works.	Date
		Division B. Main Line Tanjore to Tuticorin	
31	Cons. Engrs. No. 3167 of 15.10.94	Thiruvananthapuram Station Proposed additions & alterations to station providing a 3 rd class waiting shed at Thadur station.	
32	Al. L. O. No. 3706 R. 14.11.92	Laying pipes to the Staff quarters, Sink Well & raising Tank House	
33	Cons. Engrs. No. 3374 of 25.10.94	Vindupatti Station Extending through siding	
34	Cons. Engrs. No. 3554 of 24.2.95	Constructing a siding from the Main Line adjacent to the Press of Messrs. Kallik Sathur Station	
35	Cons. Engrs. No. 527 of 13.2.95	Constructing a siding from the Siding to the Press of Messrs. Kallik Brothers	
36	Cons. Engrs. No. 664 of 31.5.92	Kailpatti Station Additional Tank House	
37	Al. L. O. No. 1345 R. 4.11.93	Kannurapuram Station Constructing Permanent station array	
		Trichinopoly Road Branch	
38	Cons. Engrs. No. 2697 of 29.8.94	Pellamattalai Station Extending the through siding	
		Division C. Villupuram to Thiruvananthapuram	
39	Cons. Engrs. No. 3942 of 25.9.94	Venkatapuram Station Extending a 6ft Rail Covered Irrigation under roads approach	
40	Cons. Engrs. No. 636 of 19.6.94	Kannabulakotta Station Construction of a short dead end safety siding	

List of Open Capital Sanctions

Serial No.	Authority.	Works.	date of sanction
Pakula Bellare Section			
41	Govt. of India R.C. 121.2.95 I.V. S. telegraphical communication from the Govt. of India	Pakula Station Staff quarters	
42	Bans. Engrs. No. 213A-7.7.94	Bellare Station Latrine for staff quarters	
43	Bans. Engrs. No. 3272-23.10.94	Ududod station Laying an additional 20' diameter drain	
General work			
44	Bans. Engrs. No. 915-27.9.93	Double faced platform clock at 6 PM	
45	Al. S. O. No. 327 R-12.2.91	Shipping existing distant signals from points at 100 stations	
46	Bans. Engrs. No. 1539-25.4.94	Alterations to jets of 73. Water. Coln different stations	
47	Bans. Engrs. No. 1845-13.6.94	Inserting iron bars in the Licket at station houses	
48	Bans. Engrs. No. 61/0-19.6.94	Inserting iron bars in the window for station Master's Bungalow	
49	Al. S. O. No. 340 R-10.7.94	Raising the overhead clearings of the Purna, Loddalaw, Old Vellar, Old K...	
50	Bans. Engrs. No. 2395-20.7.94	Additional land required south west in Office at Archinopoly Luv...	
51	Bans. Engrs. No. 3134-11.10.94	Providing up & down stream Curtains W...	
52	Bans. Engrs. No. 3640-21.11.94	Constructing 1.15 ft. Girder Bridge as a fl...	
53	Bans. Engrs. No. 372-2.2.95	Constructing a 20 ft span Bridge in lieu existing 10 ft span opening at mile 402	

List of Open Capital Sanctions

Serial No.	Authority.	Works.
		General works continued
54	Cons. Com. No. 641 of 22.2.95	Site portable booking office required
55	Cons. Com. No. 366 of 2.2.95	Substituting a steel pole fence for wire fence on the lands of the east Kurabali Villages at Vellore.
56	M. L. O. No. 20 R. 21.1.95	Demarcating the Company's lands on the line with the boundary stones through S. J. R. proper
57	M. L. O. No. 133 R. 6.3.95	Construction of temporary station at mile 104 Main line
58	Cons. Com. No. 105 R. C. No. 0 132 R of 21.2.95 of 26.3.95	Securing the line & pitching bank between 1st & 2nd miles
59	M. L. O. No. 20 R. 20.11.91	Rollingstock Supplying all L. & S. Vehicles with chains
60	Cons. Com. No. 105 R. C. No. 22.1.95 of 1892	For one covered goods way
61	Cons. Com. No. 105 R. C. No. 18.7.94 of 1894	Fitting automatic vacuum brake gear Engines & 100 Boje Coaching Vehicles
62	Cons. Com. No. 105 R. C. No. 22.12.92 of 1892	Additional Rollingstock 20 First and second class Composite Carria 10. Third class Boje Carriages
63	Cons. Com. No. 105 R. C. No. 11.12.93 of 1893	Fitting vacuum brake gear to 73 additional Two Carriages each: stock brake gear with for fifty ordinaries & wheeled coaches Brake gear & fitting for 15 brake vans Brake gear with pipes complete for 4 30 ft long Brake gear with pipes complete for 4 22 ft long

List of Open Capital Sanctions

Serial No.	Authority.	Works	Date of sanction
S. O. No. 688 R. 15.12.94	Construction of 2 additional oil	Construction of 2 additional oil	
S. O. No. 576 R. 23.10.94	Construction of 2 additional	Construction of 2 additional	
S. O. No. 694 R. 15.12.94	Construction of 2 additional	Construction of 2 additional	
The dates in bold ink in the column headed "Present date when desired, the sanctions against which they are made, to be in evidence 31st March 1952."			
Trichinopoly Chief Auditor Office 20th March 1952			
Algo Secretary of Trichinopoly			

RAILWAY CO., LD.

Quarter Ending 30th June 1895.

should be applied for at least one month before lapse of sanction.
ed to be accompanied by explanation of delay and dealt with at Official Committee at which the Consulting Engineer,
during the quarter.

	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF <u>31-12-94</u>			Present date when sanction lapses
	Indian.	English.	Total.	Indian.	English.	Total.	
<u>Bengal</u>							
<u>Bengal</u>	1761	669	2430				5. 4. 95
	344	998	1342	44	12 3	940 14	993 11 3 26. 4. 95
	30		30				
		4353	4353				
<u>Station</u>	37880	31010	68890	11760	11 11	13122 7 7	24433 3 6 4. 12. 95
	408	167	575				
<u>3rd class</u>	1357	1843	3194	211	9	495 13 4	707 6 4 15. 4. 95
	907	1371	2278	214	7	70 7 4	284 14 4 16. 4. 95
<u>Station</u>	47955	45444	93499	35371	14 2	56444 12 1	91816 11 3 23. 4. 95
<u>mp required</u>	148	4546	4694				15. 4.
<u>Office</u>	936	341	1277	150	14 9	407 13 8	558 12 5 22. 4. 95
	441	1154	1595	18	4	1219 15 9	1238 9 25. 5. 95

Sheet No. 1

Recd

List of open Capital Sanctions
for Quarter Ending 30th June 1895.

Quarter Ending 30th June 1895.

Sheet No. 2

	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF 31.12.94			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
1000	760	1020	1780	11 10	290 9 4	302 3 4	22.4.95
1000	780	920	1700	9 14 6	225 9 4	235 7 10	22.4.95
1000	1149	1149	1149	101 4	1121 4 1	1222 8 1	13.4.95
1000	3022	3022	3022	95 5 11	3442	3537 6 2	31.12.95
1000	174	244	418	14	131 14 11	145 14 11	22.4.95
1000	5492	1671	7163	175 17 7	12 17 9	182 14 4	22.4.95
1000	5012	1590	6602	4601 12 7	2041 11 4	6643 7 11	31.5.95
1000	1316	3417	4733				15.9.95
1000	29001	44362	73363	46539 14 2	40793 2 8	87333	10.31.95
1000	1400	537	1937	3 17 4	65 1 7	69 11 11	4.95

Quarter Ending 30th June 1895.

Chub. 3

	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF.			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
<u>theories</u>							3
	1246	1931	3217	272	847	1119	26.4.95
aters for	4710	1950	6660	3920	2087	6008	31.7.95
end of the							
Workshop, into	871	676	1547				18.11.95
4 end of							
Workshop, into	696	714	1410				1.2.96
uring 2 ft	335	975	1310	130	1043	1173	5.5.95
by and	990	1495	2485	265	325	690	22.5.95
	370	963	1333	24	523	547	24.4.95
	1		1				16.5.95
	135	770	905				
	720	1020	1740		314	314	26.4.95
Garro	1177	1154	2331				24.5.95

Quarter Ending 30th June 1895.

Sheet No. 4

	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF.			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
Union Bank							4
Union and	652	1543	2195		17 13 7	17 13 7	14.4.95
ing addl:	1322	2440	3762	203 15 11	6063 7	6267 6 11	21.7.95
	592	888	1480		269 29	269 29	22.4.95
	113		113				
to the	355	1788	2143	to be borne by Dec.			
Brothers	439	1990	2429	to be borne by Dec.			3.5.95
to the	192	1019	1211	to be borne by Dec.			
	415	819	1234	to be borne by Dec.			12.4.95
	3715	458	4173	2475 12 2	201 7 3	2777 3 5	22.6.95
agents	5704	6559	12263	3336 7	5028 10 3	8365 1 3	3.5.95
	56		56				
	324	1040	1364	18 9 6	695 7 3	714 9 9	22.4.95
	30		30				
new Section							
Culture	496	74	570				24.5.95
ing	1106	261	1367				18.4.95

Quarter Ending 30th June 1895.

et. v

	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF 31-12-94			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
	62947	15244	78191				29.12.96 Will be entered hereafter.
	1540	295	1835	543	346	889	31.12.95
co. wall	1849		1849				24.4.95
utions	164	3732	3896	17	372	389	30.9.95
o facing	210	5773	5983	241	3177	3418	31.12.95
ms at	949	1022	1971		710	710	24.4.95
Windows of		2307	2307	210	21	231	12.4.95
ne of 40		1237	1237		267	267	12.4.95
ly, Landay							
lroom, &	966	5688	6654				31.3.96
of General	202		202				21.9.95
alls, flooring	2221		2221				10.4.95
4th 22. R	115		115				
od opening	1641	551	2192				20.6.95
	944	143	1087				
of the							
near	1244	957	2201				1.4.96
	1812	416	2228				

Quarter Ending

30th June 1895.

Sub No. 6.

	SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF.			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
4 Stations		1800	1800				22.5.95
existing							
to of the	261	2147	2408				1.4.96
	180	141	321				
the sides of							
on the	6161		6161				20.4.96
Chundavoor	2724	2021	4745				5.3.96
to the	4611	41	4652				20.4.96
	16333		16333				with the return
	13589	700	14289				
the side	240	5512	5752				
	76	1224	1300				6 months after receipt of materials
to do	2414	134560	137374				31.12.95
legio	56000	134740	190740				30.6.95
	106400	376320	482720				31.12.95
vehicles							
the pipes	1000	20600	21600				31.12.95
	300	8400	8700				31.12.95
carriages	160	2960	3120				31.12.95
carriages	80	1652	1732				31.12.95

The allocation has subsequently been revised by the Consulting Engineer in his 1115 of 1-4-95 to.

Cash	16618	00	16618
Stores	41	00	41
	708	00	708
	1544	11 10	1544 11 10
Total			16659 00

Sheet No. 7 - Cash

SANCTIONED AMOUNT.			EXPENDITURE AS PER AUDIT BOOKS AT END OF.			Present date when sanction lapses.
Indian.	English.	Total.	Indian.	English.	Total.	
Trunk	1616	5632	7248			22.4.95
Trunk	2094	15906	18000			20.6.95
Trunk	222	5292	6724			

Sanctioned labels are those to which the Chief Engineer's notes are appended. Labels to which no notes are appended are not completed during the month.

6
Railways accounts

W. H. Thompson.
Chief Auditor

William S. Betts.
Agent

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

also see letter to the Agent, S.I. Ry.

Letter from the Agent, S.I. Ry.
forwarding the list of Open
Capital Sanctions South Indian
Railway for the quarter ending
the 30th June 1895.

H.E. No. 363 dt 19-4-95

Recd

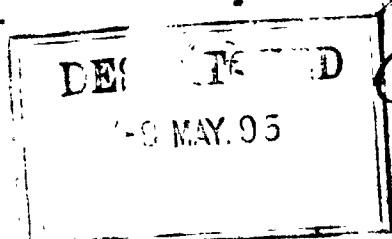
The Agent, S.I. Ry
" Examiner, Ry Accounts,
Madras.

Ordered that the list of
Open Capital Sanctions, South
Indian Railway, for the quarter
ending the 30th June 1895, be
forwarded to the Govt of India

2. All cases of excesses
over estimates are receiving
attention.

204/
24/4/95

H.E. No. 303. R dt 24-4-1895

Recd

(Forwarded)

204/
*24/4/95*DR*204/*
24/4/95

A

N^o $\frac{302}{303}$ Rdol'd 24.4.95

STATEMENT of late trains on the Madras Railway for the quarter ended the 31st December 1894.

Description.	October 1894.										November 1894.										December 1894.																																																																																																																																																																																																																																																																																																
	Late minutes.					Number of trains.	Late minutes.					Number of trains.	Late minutes.					Number of trains.	Late minutes.					Number of trains.	Percentage of late trains.	Total minutes late.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	Total minutes late.	Number of trains.	Percentage of late trains.	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MADRAS,
19th February 1895.

ORDER—dated 20th February 1895, No. 93 R., Public Works.

Recorded.

2. It is observed that during the quarter under review 4.30 per cent. of all trains on the Madras Railway ran late, being a slight improvement on the corresponding quarter in which the percentage was 4.78.

3. The unpunctuality is chiefly attributable to the following trains:—

South-West line (Mail).
Salem and Coimbatore (Mixed).
Pōdanūr and Calicut (do.).
Madras and Méttupálaiyam (Passenger).

(True Extract.)

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

Exd. Shaik Kirim.
Spare Copies

Govt. of {1895} Madras.
PUBLIC WORKS.

Recd.

Encl.

G.O., 20th Feb. 1895, No. 93 R.

FEBRUARY.

Late Trains

The statement of — on the Madras Railway for the quarter ended the 31st December 1894, recorded with remarks.

2

15TH NOVEMBER 1894, No. 615 R., PUBLIC WORKS.

STATEMENT of late trains on the Madras Railway for the quarter ended the 30th September 1894.

October	1894
21 st September	

Description.	October 1894.							November 1894.							December 1894.							Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.		Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.		Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.						15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
South-west line ..	62	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145	60	3	145

MADRAS,
14th November 1904.

15th November 1894, No. 615 R., Public Works

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Statement of late trains, Madras Railway, for the quarter ended 30th September 1894.



1894
6316

FROM
THE AGENT,
South Indian Railway,
Trichinopoly,

To
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras.

Dated 17 December 1894
Received

No. 1221
ENCLOSURE. — 1

The undersigned has the honor
to forward herewith the Abstract,
and Return of late trains,
on the South Indian, and
Mayavaram-Moulipet
Railways, for the month of
October 1894.

Encls by J. H. Le Mesurier
for Agent.

[Statement.]



15th November 1894, No. 615 R., Public Works

Read the
Statement of lat

SOUTH INDIAN RAILWAY.

including Mayavaram - Muthupet section

ABSTRACT AND RETURN OF LATE TRAINS
for the month of October 1894.

[Statement.]

SOUTH INDIAN
Return of late trains for the

Down trains.

Date. 1894	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October	1	2	17 55 18 43	48	Time lost by caution signals, detained at meeting stations and Refords.
	40	20	25 20 40 15	15	Time lost by caution signals.
	145	18	20 18 35 15	15	Time lost by caution signals.
	3	40	20 25 21 13	48	Detained at meeting stations and time lost by caution signals.
	4	2	17 55 18 15	20	Time lost by caution signals.
	170	11	40 11 55 15	15	Detained at meeting stations.
	234	17	30 18 2 32	32	Inwards train late in and shunting.
	5	2	17 55 18 11	16	Time lost by caution signals.
	234	17	30 17 46 16	16	Inwards train late in and time lost by Caution signals.
	6	2	17 55 18 11	16	Time lost by caution signals.
	40	20	25 21 10 45	45	Detained at meeting stations, and time lost by caution signals.
	7	2	17 55 18 10	15	Time lost by caution signals.
	40	20	25 21 0 35	35	Detained at meeting stations and time lost by caution signals.

RAILWAY.

Month of October 1894.

Up trains.

Date. 1894	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October	1	15	10 30 10 53	23	Time lost by caution signals and detained at meeting stations.
	2	15	10 30 10 47	17	Detained at meeting stations and waited on loco.
	41	13	30 13 50 20	20	Detained at meeting stations & time lost by caution signals.
	3	1	17 5 17 25	20	Shunting and time lost by caution signals.
	31	18	10 18 28 18	18	Time lost by caution signals and waited on loco.
	41	13	30 13 47 17	17	Time lost by caution signals and detained at meeting stations.
	4	1	17 5 17 46	41	Time lost by caution signals and detained at meeting stations.
	15	10	30 10 45 15	15	Time lost by caution signals & engine defectives.
	31	18	10 18 28 18	18	Time lost by caution signals and waited on loco.
	41	13	30 13 57 27	27	Time lost by caution signals and detained at meeting stations.
	153	20	5 20 21 16	16	Detained at meeting stations.
	219	14	50 15 3 23	23	Detained at meeting stations and time lost by caution signals.
	235	20	45 21 17 32	32	Inwards train late in and time lost by caution signals.
	5	15	10 30 10 45	15	Time lost by caution signals.
	41	13	30 14 1 31	31	Detained at meeting stations and time lost by Caution signals.

Return of

Down trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October	7	90	21	55	22 16 21 Detained at meeting stations and Passengers.
	145	18	20	18	54 34 Detained at meeting stations and time lost by caution signals.
	170	11	40	12	0 20 Detained at meeting stations.
	234	17	30	17	49 19 Inwards train late in and time lost by caution signals.
8	100	10	35	11	5 30 Detained at meeting stations and time lost by caution signals.
	145	18	20	19	5 45 Time lost by caution signals, detained at meeting stations & shunting.
9	2	17	55	18	43 48 Time lost by caution signals and detained at meeting stations.
	40	20	25	21	10 45 Detained at meeting stations and time lost by caution signals.
	145	18	20	18	54 34 Detained at meeting stations and time lost by caution signals.
	234	17	30	17	51 21 Inwards train late in and time lost by caution signals.

RAILWAY.

Month of October 1894.

Up trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October	5	43	19	5	21 18 133 Time lost by caution signals, waited on loco, detained at Annamayaekanner owing to the derailment of 18 rods at $\frac{330}{16}$ miles and at meeting stations.
	219	14	50	15	6 16 Detained at meeting stations, shunting, and time lost by caution signals.
	6	15	10	30	10 45 15 Waited on loco & time lost by caution signals.
	31	18	10	18	30 20 Time lost by caution signals.
	41	13	30	13	53 23 Detained at meeting stations and time lost by caution signals.
	7	1	17	5	17 40 35 Detained at meeting stations and time lost by caution signals.
	15	10	30	10	45 15 Time lost by caution signals.
	41	13	30	14	0 30 Detained at meeting stations and time lost by caution signals.
	43	19	5	19	45 40 Time lost by caution signals and detained at meeting stations.
	97	12	10	12	28 18 Time lost by caution signals and detained at meeting stations.
	153	20	5	20	20 15 Detained at meeting stations.
	219	14	50	15	9 19 Detained at meeting stations and time lost by caution signals.
	235	20	45	21	10 25 Inwards train late in, shunting and time lost by caution signals.
	8	1	17	5	17 23 18 Detained at meeting stations and time lost by caution signals.
	41	13	30	13	53 23 Detained at meeting stations and time lost by caution signals.
	9	1	17	5	18 0 55 Waited on loco, time lost by drivers & caution signals.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894					
October	10	2	17 55	18 43 48	Time lost by Caution Signals and detained at meeting stations.
	90	21	55 22	30 35	Detained at meeting stations and time lost by Caution Signals.
	145	18	20 18	54 34	Time lost by Caution Signals and detained at meeting stations.
	234	17	30 17	45 15	Inwards train late in and time lost by Caution Signals.
11	2	17 55	18 43 48		Detained at meeting stations and time lost by Caution Signals.
	40	20 25	20 45 20		Detained at meeting stations and time lost by Caution Signals.
	145	18 20	18 54 34		Detained at meeting stations and time lost by Caution Signals.
12	90	21 55	22 15 20		Detained at meeting stations and time lost by Caution Signals.
	234	17 30	17 50 20		Inwards train late in and time lost by Caution Signals.
14	2	17 55	18 43 48		Detained at meeting stations and time lost by Caution Signals.

RAILWAY.

Month of October 1894.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
October	9	41 13	30 14 0	30	Shunting, time lost by Caution Signals and drivers.
	219	14 50	15 11 21	21	Detained at meeting stations, shunting and time lost by Caution Signals.
	235	20 45	21 10 25	25	Inwards train late in and time lost by Caution Signals.
10	1	17 5	17 20 15	15	Time lost by Caution Signals.
	15	10 30	10 47 17	17	Time lost by Caution Signals and waited on loco.
	41	13 30	13 56 26	26	Detained at meeting stations and time lost by Caution Signals.
	169	11 45	12 0 15	15	Waited at Jodhpur for the arrival of No. 31 Mail from Madras.
	219	14 50	15 5 15	15	Detained at meeting stations and time lost by Caution Signals.
	235	20 45	21 1 16	16	Inwards train late in & time lost by Caution Signals.
11	1	17 5	17 20 15	15	Detained at meeting stations and time lost by Caution Signals.
	15	10 30	10 48 18	18	Time lost by Caution Signals and waited on loco.
	41	13 30	13 47 17	17	Detained at meeting stations and time lost by Caution Signals.
12	41	13 30	13 45 15	15	Detained at meeting stations and time lost by Caution Signals.
	235	20 45	21 10 25	25	Inwards train late in and time lost by Caution Signals.
13	41	13 30	13 47 17	17	Detained at meeting stations and time lost by Caution Signals.
14	1	17 5	17 40 35	35	Detained at meeting stations and time lost by Caution Signals.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
October 14	40	20 25	20 55	30	Detained at meeting stations and time lost by Caution signals.
	234	17 30	18 5	35	Inwards train late in and time lost by Caution signals and shunting.
16	2	17 55	18 43	48	Detained at meeting stations and time lost by Caution signals.
	40	20 25	21 25	60	Detained at meeting stations, time lost by Caution signals & shunting.
	145	18 20	18 54	34	Time lost by Caution signals and detained at meeting stations.
	220	15 5	16 21	76	Detained at meeting stations and time lost by Caution signals.
17	2	17 55	18 43	48	Detained at meeting stations and time lost by Caution signals.
	90	21 55	22 10	15	Time lost by Caution signals and driver and shunting.
	214	12 30	12 50	20	Time lost by Caution signals and driver and detained at meeting stations.
	234	17 30	17 54	24	Inwards train late in and time lost by Caution signals.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
October 14	41	13 30	14 13	43	Detained at meeting stations and time lost by Caution signals.
	153	20 5	20 20	15	Detained at meeting stations.
	219	14 50	15 17	27	Detained at meeting stations and time lost by Caution signals.
	235	20 45	21 15	30	Inwards train late in and time lost by Caution signals.
15	15	10 30	10 45	15	Time lost by Caution signals and waited on loco.
	41	13 30	13 58	28	Detained at meeting stations and time lost by Caution signals.
	43	19 5	19 33	28	Time lost by Caution signals.
	169	11 45	12 0	15	Waited at Guley for the arrival of No. 31 Mail from Madras.
	219	14 50	15 7	17	Detained at meeting stations and time lost by Caution signals.
16	1	17 5	17 47	42	Detained at meeting stations and time lost by Caution signals.
	41	13 30	14 55	85	Shunting, detained at meeting stations and time lost by Caution signals.
	179	17 40	17 57	17	Detained at meeting stations and time lost by Caution signals.
	213	23 50	0 25	35	Stoppage of train at G 267 mile between Kalikerry & Biler & running 5 miles an hour owing to the line being unsafe.
	223	16 30	16 46	16	Detained at meeting stations.
17	1	17 5	17 46	41	Shunting, detained at meeting stations and time lost by Caution signals.
	31	18 10	18 25	15	Detained at meeting stations and time lost by Caution signals.
	41	13 30	14 8	38	Detained at meeting stations and time lost by Caution signals.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
October 18	2	17 55	18 42	47	Detained at meeting stations and time lost by caution signals.
	45	18 20	19 39	79	Detained at meeting stations and time lost by caution signals.
	234	17 30	17 51	21	Inwards train late in and time lost by caution signals.
19	2	17 55	18 47	52	Detained at meeting stations, time lost by caution signals & shunting.
	45	18 20	18 57	34	Detained at meeting stations and time lost by caution signals.
	234	17 30	17 46	16	Inwards train late in, shunting, and time lost by caution signals.
20	2	17 55	18 43	48	Time lost by caution signals and detained at meeting stations.
	40	20 25	21 10	45	Detained at meeting stations and time lost by caution signals.
	100	10 35	11 0	25	Detained at meeting stations and time lost by caution signals.
	234	17 30	18 0	30	Inwards train late in and time lost by caution signals.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
October 17	107	11 50	12 10	20	Detained at meeting stations for shunting.
	219	14 50	15 13	23	Detained at meeting stations, shunting and time lost by caution signals.
	235	20 45	21 6	21	Inwards train late in and time lost by caution signals.
18	1	17 5	18 0	55	Detained at meeting stations and time lost by caution signals.
	41	13 30	14 0	30	Detained at meeting stations and time lost by caution signals.
	219	14 50	15 9	19	Detained at meeting stations, shunting and time lost by caution signals.
	235	20 45	21 17	32	Inwards train late in and time lost by caution signals.
19	1	17 5	17 20	15	Time lost by caution signals.
	15	10 30	11 10	40	Time lost by caution signals and detained at meeting stations.
	41	13 30	13 50	20	Detained at meeting stations and time lost by caution signals.
	235	20 45	21 2	17	Inwards train late in and time lost by caution signals.
20	1	17 5	17 25	20	Time lost by caution signals and detained at meeting stations.
	15	10 30	11 10	40	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 54	44	Time lost by caution signals, detained at meeting stations & waited on loco.
	41	13 30	14 7	37	Detained at meeting stations, time lost by caution signals.
	43	19 5	19 44	39	Time lost by caution signals, waited on loco and detained at meeting stations.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894					
October	21	2	17 55	18 44	49 Detained at meeting stations and time lost by caution signals.
	40	20	25 21	20 45	Detained at meeting stations and time lost by caution signals.
	145	18	20 18	57 37	Time lost by caution signals and driver and detained at meeting stations.
	234	17	30 17	47 17	Inwards train late in and time lost by Caution signals.
22	2	17	55 18	43 48	Detained at meeting stations and time lost by caution signals.
	40	20	25 21	5 40	Detained at meeting stations and time lost by caution signals.
	145	18	20 19	45 85	Time lost by caution signals, waited on loco, detained at meeting stations and shunting.
	234	17	30 18	0 30	Inwards train late in and time lost by caution signals.
23	2	17	55 18	52 57	Detained at meeting stations and time lost by caution signals.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894					
October	20	153	20 5	20 21	16 Detained at meeting stations.
	219	14	50 15	20 30	Detained at meeting stations and time lost by caution signals.
	235	20	45 21	17 32	Inwards train late in and time lost by caution signals.
21	1	17	5 17	25 20	Detained at meeting stations and time lost by caution signals.
	31	18	10 18	30 20	Time lost by caution signals.
	41	13	30 13	59 29	Detained at meeting stations and time lost by caution signals.
	219	14	50 15	10 20	Detained at meeting stations, waited on loco and time lost by caution signals.
	235	20	45 21	2 17	Inwards train late in and time lost by caution signals.
22	1	17	5 17	46 41	Detained at meeting stations and time lost by caution signals.
	41	13	30 14	10 40	Detained at meeting stations and time lost by caution signals.
	43	19	5 19	48 43	Time lost by caution signals and detained at meeting stations.
	107	11	50 12	12 22	Time lost by caution signals of shunting.
	153	20	5 20	21 16	Detained at meeting stations.
	179	11	40 18	2 22	Detained at meeting stations and time lost by driver.
	219	14	50 15	19 29	Detained at meeting stations, shunting and time lost by caution signals.
	235	20	45 21	12 27	Inwards train late in and time lost by caution signals.
23	1	17	5 17	55 50	Detained at meeting stations and time lost by caution signals.

Return of

Down trains.

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1894.						
October	23	40	20	25	21 10 45	Detained at meeting Stations and time lost by Caution Signals.—
	110	0	35	0	50 15	Detained at meeting Stations and time lost by Caution Signals.—
	145	18	20	19	39 79	Time lost by Caution Signals & driver and detained at meeting Stations.—
	170	11	40	11	55 15	Time lost by Caution Signals and detained at meeting Stations.—
	234	17	30	18	1 31	Inwards train late in and time lost by Caution Signals.—
24	2	17	55	18	51 56	Detained at meeting Stations and time lost by Caution Signals.—
	110	0	35	0	53 18	Detained at meeting Stations and time lost by Caution Signals.—
	145	18	20	19	53 93	Detained at meeting Stations, time lost by Caution Signals & driver and shunting.—
	208	17	3	17	33 30	Inwards train late in.—
	234	17	30	18	4 34	Inwards train late in & time lost by Caution Signals.—

RAILWAY.

Month of October 1894.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1894						
October	23	15	10	30	10 50 20	Time lost by Caution Signals & waited on loco.
		31	18	10	18 30 20	Time lost by Caution Signals & waited on loco.
		41	13	30	14 21 51	Detained at meeting Stations, time lost by Caution Signals & driver and waited on loco.
		43	19	5	19 43 38	Time lost by Caution Signals.
		169	11	45	12 0 15	Waited at Fricby J for the arrival of No. 31 mail from Madras.
		179	17	40	18 10 30	Detained at meeting Stations.
		219	14	50	15 26 36	Detained at meeting Stations and time lost by Caution Signals.
		235	20	45	21 22 37	Inwards train late in, shunting and time lost by Caution Signals.
24	1	17	5	18	0 55	Detained at meeting Stations and time lost by Caution Signals.
	15	10	30	10	45 15	Time lost by Caution Signals and waited on loco.
	41	13	30	14	10 40	Detained at meeting Stations and time lost by Caution Signals.
	141	4	10	4	29 19	Time lost by driver, waited on loco and shunting.
	153	20	5	20	24 19	Detained at meeting Stations.
	201	15	55	16	25 30	Detained at meeting Stations.
	205	18	35	19	5 30	Inwards train late in.
	219	14	50	15	22 32	Detained at meeting Stations, shunting and time lost by Caution Signals.
	235	20	45	21	17 37	Inwards train late in and time lost by Caution Signals.
25	1	17	5	17	46 41	Detained at meeting Stations and time lost by Caution Signals.