Public Works

~~Marine~~ (1896) Department.

G.O., No. 1013-14R

DATED 4 December 1896

[Despatch Abstract.]

Schedule of demands: Ordered that the — (illegible) maraslannur Section of the B. M. Ry: for the year 697-98 be forwarded to the Govt of Madras

Forwarded

M. S.
2,000—23-10-06.

BACK PAPERS.

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

FURTHER PAPERS.

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

18/-

No. 1013. R dated 4.12.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent & Manager M. Ry. } H. E. No. 9139/1077 of 1st Dec. 1896

Ordered that the Schedule of demands (capital) Madras Lumm Section of the Bezwada Madras Railway for the year 1897-98, be forwarded to the Govt of India.

To The Agent & Manager MR
& Examiner R. Contr
Madras

H. E. No. 1014. R of 4th Dec. 1896

To The Secretary
to the Govt of India
P. W. D

Sir,

With reference to para graph 4 of Govt of India circular No. 12 Ry of 21st Oct 1890, I am directed

To forward herewith the Schedule of demands (capital) Madras-Errur Section of the Beyvada Trichinopoly Railway for the year 1897-98.

Documents accompanying:-
Schedule of demands referred to

B/ No. 1013/1014 R dated 4.12.96.

Form No. 21.
509—5-3-96.

EXAMINER +
Regr. No. 620
1-DEC.96
Enclosures
RAILWAY ACCOUNTS, MADRAS.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 1st December 1896.

No. 3821.

OFFICE NOTE.

Letter from the Agent, Managers Madras Railway, No. 9139/1077 dated 1st December 1896, forwarded to the Examiner of Railway Accounts for remarks.

for E. R.

EXAMINER'S REPLY.

The Schedule of Demands as now revised may go forward to the Government of India for sanction, if the demand is approved of.

E. R.
2.12.96

Bezwada - Madras Railway
Madras - Ennore Section

Schedule of Demands for Capital outlay on "Construction works" and "Stores transactions" during the year 1897-98

	Cash	Stores	Total
	Rs	Rs	Rs.
Works —			
Works in progress --- ---	"	"	"
New works :—			
(a) Sanctioned as per App: A.	"	"	"
(b) Not sanctioned — do- B.	17.000	—	17.000
(c) Lump sum for works costing under Rs. 5000 each --- --- ---	13.000	—	13.000
Reserve for unforseen works	"	"	"
Total "Works"	30.000	—	30.000
Stores —			
Stores transactions as per App: C -	"	"	"
Net Demand for Indian Outlay	"	"	30.000
Amount required to cover In- -dents on England. --- ---	"	"	"
Total Demand			30..000

Form No F. 39.

Appendix B.

To the Schedule of Demands on Capital Account for the year 1897-98

	Cash.	Stores	Total
	Rs	Rs	Rs
New Works			
(b) Not sanctioned			
Extension of Through Siding &c at Washermanpet	3800	4000	7,800
Extension of Through Siding &c at Tondiarpettai	3200	6,000	9,200
Total	~~17,000~~ 17,000	~~10000~~	17.000

ENC. No. 1 TO E. R's. C. No. 5245 OF 1896
LETTER No. 1077 D 1.12.96
FROM Aur

(No. II.)

No. 9139

1077.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 1st December 1896

From

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

To

The Consulting Engineer for Railways.
Madras.

SIR,

In compliance with the request contained in your letter No. 3747 of the 25th ultimo, I have the honor to forward herewith a revised schedule of demands, Madras-Errur section, for 1897-98.

The Chief Auditor writes:—

"I have no information as to the "revision of Standard form referred to in "the Examiner's note. The form pre- "viously submitted through this Office by "the Ag. Chief Engineer was prepared in "accordance with a sample received from "the Government Officers."

The form which accompanied your letter is returned herewith as requested.

I have the honor to be,
Sir,
Your most obedt Servant.

Ag. Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

E. No. 5245 Recd. 1.12.96

ENG FRO

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 25th November 1896.

To

AGENT AND MANAGER, M. R.

No. 3747 Reply No. , dated

SIR,

Reminders.

With reference to your letter No. 1039 of 23rd Nov 1896, submitting Schedule of demands Quadros Tunnel Section for 1897-98, I have the honour to forward herewith ~~a~~ copy of a note thereon by the Examiner Railway Accounts and to request that the Schedule hereunto returned may be prepared in the revised form attached and resubmitted to this office at an early date.

CWH 25/11

Despatched on 25/11/96

Subject.

(Quadros-5).

Abt. 25/11

FORM No. 21.
509—5-3-96.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 24th November 1896.

EXAMINER,
Regn. No. 597
24 NOV. 96
Enclosures
RAILWAY ACCOUNTS, MADRAS.

No. 3717

OFFICE NOTE.

Letter from the Agent/~~Manager~~ Guntakal Railway, No. 1039 dated 23rd November 1896, forwarded to the Examiner of Railway Accounts for favour of remarks.

T. Stanley

for E. R.

24/11

EXAMINER'S REPLY.

Returned with the following remarks:-

(i) The Company should be asked to prepare and resubmit the Schedules in the revised standard form, vide form attached.

25.11

(ii) No provision should be made under stores, as, under Government of India letter No. 422 A.R. dated 18th August 1896, that account should be closed.

C69/96

(iii)

(iii) Unsanctioned works costing Rs 5.000 and above should be detailed in Schedule B, working up to Rs 17.000, in the order of their urgency.

(By order)

H. Butterfield
for L.R
Ch. Accts.
25.11.96

(No. II.)

No. 9139
1039

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 23rd November 1896.

From

The Ag Agent and Manager.
Madras Railway.

To

The Consulting Engineer for Railways,
Madras.

Sir,

With reference to your letter No 3439 of the 30th ultimo, I have the honor to forward herewith in duplicate the schedule of demands of the Madras. Ennur Section of the Bezwada-Madras Railway for the year 1897-98.

I have the honor to be,
Sir,
Your most obedient Servant,

Ag Agent & Manager.

Encls/2.

G. No. 5121
Recd. 23/11/96

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Read.

No.

Telephone Message

From
ER
To AM

Please let me know
when I may expect
Schedule of demands
called for in my 3439
of 30th Oct.

23/11

To ER
23-11-96

Yesterday 3-5 P.m.
on 23/11

23/11

Telephone Message

From ER

To AM

Please send early
Schedule of Demands
called for in my 3439
of 30th Oct.

AM. 17/11

AR
Please send the above
Message to HM again today.

20/11-96

Referred to A by mine.

Received & thank.

Yes CRL
17/11

Yes. CRL 20/11

Despatched 20/11 1-45 p.m.

Des/HM
17-11

for ER
16-11-96

I understand Cable Shelley to say he has sent this off, better wait till tomorrow

CRL. 16/11

CRL 17/11

Please send this
on if the return is received
& not need in Office

Received 16/11

16/11-96

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 30th October 1896.

To

AGENT AND MANAGER, M. R.

No. 3439 Reply No. 1039/A, dated 23/11/96

SIR,

C 69/95

Reminders.

Subject.

Despatched on 30/10/96

With reference to para 4 of circular No. 12 Rs. of 21st October 1896 from the Govt. of India, I have the honour to request that the Schedule of Demands (in duplicate) Expenditure (Capitol) 5.9 + MM (capital) for the year 1897-98 which are due with the Govt. of India on the 15th Dec. 1896, may be submitted to this office (in duplicate) not later than the 15th Nov 1896.

30/10

Telephone

From

Ag Asst: Manager

Rayapuram

To

C.E. for Rys

Schedule of demand
Sent to you by Special
Messenger this afternoon

at 4.43 } $\frac{HK}{23/11}$

Calicut - Azikhal Extension (4)

M. R. _____ RAILWAY

Date of Inspection 24 Feb 02

Description of Bridge 1 x 20 ft

Mileage 452 3/4 No. 562

×Number of Span —

×Right or Left Girder R

Top or Bottom Top

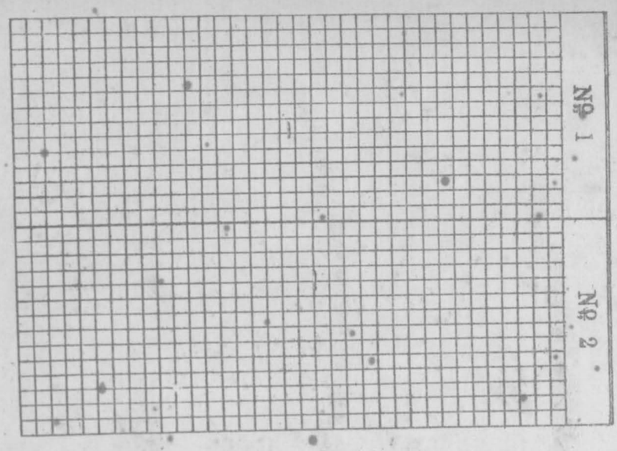
Speed 2nd Test 25 miles

×Counting from S

Reg: No. 5993
Copies 300

Zinco., Survey Office, Madras.
1901

TEST DIAGRAM



When possible it should always be ascertained and reported, with reference to test No.1, whether the girder has previously been subjected to load or not, and, if so, how the said load compared with that now used for these tests. For the high speed (test No.2) the wagons, if any, must always be pulled and not pushed by the engines, and the composition of the Train must be the same as in the first test.

Calcutta Agricultural

M. R. Chord RAILWAY (3)

Date of Inspection 24 Feb 02

Description of Bridge 1 x 20 ft

Mileage 45 3/4 M 562

×Number of Span 1

×Right or Left Girder R

Top or Bottom Bottom

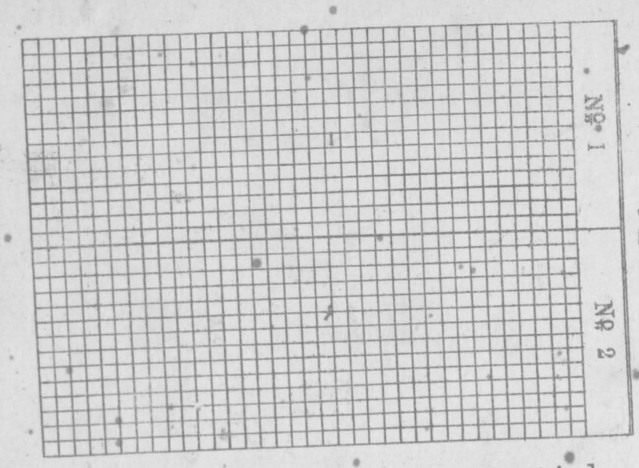
Speed 2nd Test 25 miles

×Counting from S

Reg: No. 5993
Copies 300

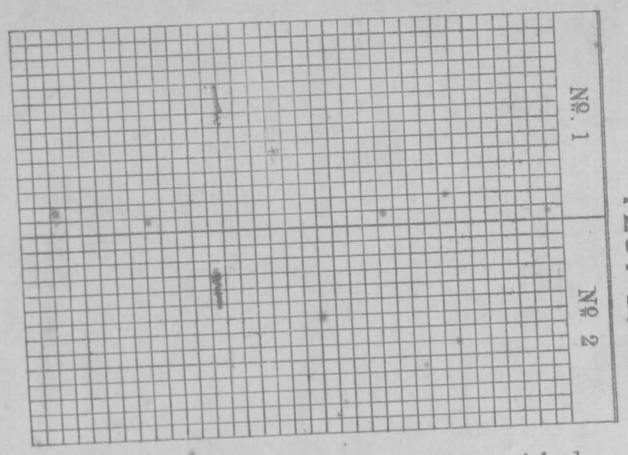
Zinco., Survey Office, Madras.
1901

TEST DIAGRAM



When possible it should always be ascertained and reported, with reference to test No.1, whether the girder has previously been subjected to load or not, and, if so, how the said load compared with that now used for these tests. For the high speed (test No.2) the wagons, if any, must always be pulled and not pushed by the engines, and the composition of the Train must be the same as in the first test.

TEST DIAGRAM



When possible it should always be ascertained and reported, with reference to test No.1, whether the girder has previously been subjected to load or not, and, if so, how the said load compared with that now used for these tests. For the high speed (test No.2) the wagons, if any, must always be pulled and not pushed by the engines, and the composition of the Train must be the same as in the first test.

(1)

M. C. A. ency. RAILWAY

Date of Inspection 24 Feb 02

Description of Bridge 5 @ 60'

Mileage 450 3/4 Mahé R.

×Number of Span 1

×Right or Left Girder L

Top or Bottom Bottom

Speed 2nd Test 30 m.

×Counting from S

Reg: No. 5903
Copies 300

Zinco., Survey Office, Madras.
1901

(2)

M. & C. A. extension RAILWAY.

Date of Inspection 24 Feb 02

Description of Bridge 5 x 60'

Mileage 450 3/4

×Number of Span I

×Right or Left Girder L

Top or Bottom Top

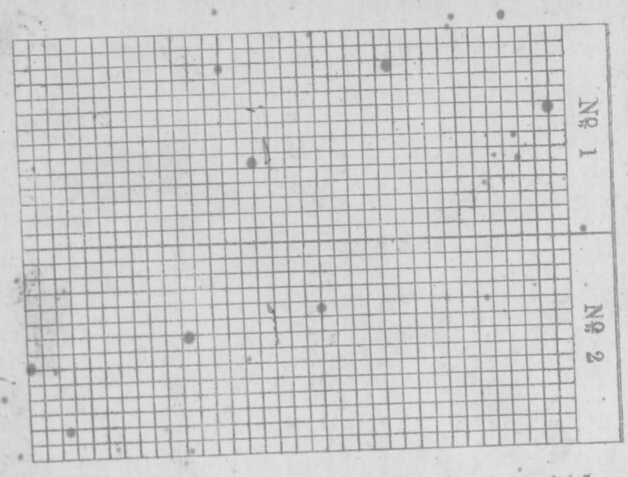
Speed 2nd Test 30

×Counting from South

Reg: No. 5993
Copies 300

Zinco., Survey Office, Madras.
1901.

TEST DIAGRAM



When possible it should always be ascertained and reported, with reference to test No.1, whether the girder has previously been subjected to load or not, and, if so, how the said load compared with that now used for these tests. For the high speed (test No.2) the wagons, if any, must always be pulled and not pushed by the engines, and the composition of the Train must be the same as in the first test.