

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 575. R

DATED 2nd July

[Despatch Abstract.]

*Through Siding — Estimate of Rs 9407
for the proposed — at Mangapattanam,
Madras Railway, sanctioned.*

BACK PAPERS.

[illegible]

FURTHER PAPERS.

[illegible]

No. 575 R., 2ND JULY 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Acting Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 18th June 1896, No. E. 546/520.

I have the honour to forward herewith an estimate, with plan No. 3590, for the proposed through siding at Mangapatnam and to request that the sanction of Government may be conveyed to me for the required outlay (Rs. 9,407), chargeable in the proportion of Rs. 8,861 to Capital and Rs. 546 to Revenue.

2. The Traffic Manager writes that the through siding is necessary to make Mangapatnam available as a crossing station.

3. The matter was discussed at a meeting of officers held in my office on the 5th instant and approved.

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

ORDER—No. 575 R., dated 2nd July 1896.

Sanctioned.

2. This sanction has been registered as No. 7 R. of 1896-97.

(True Extract.)

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

To the Agent and Manager, Madras Railway.
 „ Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.
Surre Copies

RAILWAY.

Govt. of {1896} Madras.
PUBLIC WORKS.

Dated July, 2nd.

Recd.

Encl.

G.O. No. 575 R., 2nd July 1896.

JULY.

Through Siding

Estimate of Rs. 9,407 for the proposed
— at Mangapatnam, Madras Railway, sanc-
tioned.

(No. 1.)

5000-15-3-88.

No. E 546

520

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18th June 1896.

From

Ag.
The Agent and Manager,
Madras Railway Company,

To

Offg.
The Consulting Engineer for Railways,
Madras.

SIR,

I have the honour to forward here-
with an estimate, with plan N^o 3590, for the
proposed through siding at Mangapatnam
and to request that the sanction of Govern-
ment may be conveyed to me for the required
outlay, Rupees 9,407/-, chargeable in the pro-
portion of Rupees 8,861/- to Capital and Rs 546/- to
Revenue.

2. The Traffic Manager writes that the
through Siding is necessary to make Mangan-
apatnam available as a crossing station.

3. The matter was discussed at a
meeting of Officers held in my office
on the 5th instant and approved.

Information

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

I have the honour to be,
Sir,

Your most obed^t. Servant,

Henry Alcock.

Ag. Agent & Manager.

Enc/2.

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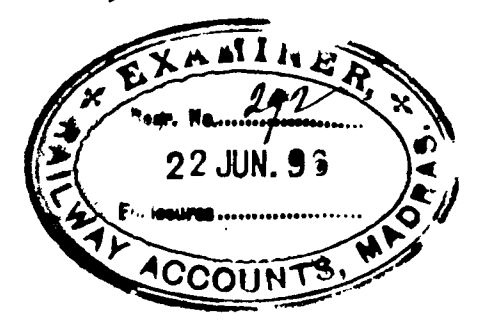
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Must be rep.

ER
19/6

Read
Dated
No.
188
The Consulting Engineer
for Railways.
To
M. R. Co.,
The Agent and Manager,
MADRAS RAILWAY.
From

Form No. 21.
500-6-3-98.



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 20th June 1896.

No. 1880

OFFICE NOTE.

Letter from the Agent, Manager, Madras Railway, No. E. 546
dated 18th June 1896, forwarded to the Examiner of Railway
Accounts, for favour of check as to allocation and
budget provision.

for E. R.

EXAMINER'S REPLY.

The estimate which requires
the sanction of the Local Govt.
is correct as to allocation.
Funds are available from
the grant for unsanctioned
works, Schedule B of budget
for 1896-97.

Examiner
C. R.
E

22.6.96.

ER
This str is scheduled mile 204 3/4 NWL
The adjacent str are
Muddanur 195 3/4
Kendapuram 210 1/2
There are usually only 3 trains each
way a day on this section
due at this str about 24.6
also two E from
and more
see my note
min 0.15 from N
mid 3.40 " " S
mid 4.12 " " N
" 13.41 " " S
" 14.32 " " S
mid 23.25 " " S
CUM 25/6

It seems to me that this is
probably a smaller rock - the distance
between the station & the original
one is 9 miles in the N.E. direction
& $4\frac{3}{4}$ " " " " " " " " "

The 14 $\frac{3}{4}$ miles round a corner station
while all the ^{X⁹} neighboring stations are about
10 miles apart.

Also the young ones have to wait
at the next station, whereas if Maryanna
had a box the night car there

N^o 32 auf wiese nach 25 meter et. Kandelapen für N^o 81 auf wiese
 4 " " " 14 " " " " " N^o 39 das wiese
 37 den wiese nach 25 " " Kandelapen für N^o 14 auf wiese

Assuming that the actual cost of Kaptaz
a transi stationary idle is ~~Rs 41.~~ ^{Rs 41.} for June
and the primary transi station would
save $\frac{1}{4}$ of an hour 1st time inquiry for
decline, the saving would be Rs 2. for day
or Rs 72. for annum.

The interest on the expenditure viz
R 9407/- at 5% is only R 470/- per annum
and as out of the CC fund R 2000/- is
debited yearly in stock, and as debentures
can now be ^{raised} for 2 3/4 to 3%, the interest
on the interest 1-2 guaranteed 1/2 Govt. is
only R 740/- at 3% = R 222/- per annum
or not more than say R 400/- including
loss by exchange. It will therefore pay 2%
on the work.

Sanction the estimate of Rs 22
See the note after estimate

A A-

No 575R dated 2.7.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the ^{1st} Deputy ^{1st} Manager Madras Ry } H.R. No. $\frac{5526}{570}$ of 18th June 96

Sanctioned.

2. This sanction has been registered as No. R. 71896-97.

C
30/6 R

575R

DESPATCHED
18 JUL. 96

To
The Deputy Manager Madras Ry
- 575R
18/7/96

Ap. No 575. Dated 2.7.96