

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 587.R

DATED 6th July

[Despatch Abstract.]

Through Siding — Estimate of Rs 17,744 for a — at
Tondiarpet Station on the Madras - Ennur Section,
sanctioned with remarks.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	317	R	4-4-96				

G.O.	No.	Department.	Date.

8. I enclose a statement prepared by the Acting Chief Engineer showing the expenditure incurred on the Ennur branch and the probable net saving.

No. 587 R., 6TH JULY 1896.

ENCLOSURE.

STATEMENT showing expenditure incurred on account of Ennur Branch construction up to March 1896.

Sub-heads of estimate.	Amount of estimate.	Expenditure.			Balance available.
		Cash.	Stores.	Total.	
I. Preliminary expenses— (1) Survey expenses (2) Plant	Rs. 2,132 150	Rs. A. P. 1,000 7 4	Rs. A. P. 1,127 6 10 134 10 0	Rs. A. P. 2,127 14 2 134 10 0	Rs. A. P. 4 1 10 15 6 0
II. Land	1,05,000	85,504	87,405 10 10	87,405 10 10	1,901 10 10
III. Formation— (1) Earthwork	34,114	34,109 9 3		34,109 9 3	29 6 9
IV. Bridgework— (2) Minor bridges	31,449	27,415 14 7	4,197 11 1	31,613 9 8	327 6 4
V. Fencing— (1) Fencing (2) Road crossings (3) Mile and gradient posts	26,228 1,559 14,618	2,440 10 10 8,613 5 11 187 13 6	25,271 3 2 5,855 11 0 94 15 3	27,711 14 0 14,469 0 11 282 12 9	73 2 0 148 15 1 17 3 3
VII. Ballast and permanent-way— (1) Ballast (2) Permanent-way	32,489 2,74,064	17,353 8 7 23,396 13 7	11,397 11 0 2,23,603 1 7	28,751 3 7 2,46,999 16 2	3,737 12 5 39,493 0 10
VIII. Stations and buildings— (1) Stations and offices (2) Staff quarters (3) Station machinery	24,173 429 9,975	18,408 11 1 9,188 4 2 5,790 5 3	5,946 14 10 94 7 2 14,807 15 6	24,355 9 11 9,282 11 4 20,598 4 9	246 6 1 692 4 8 607 11 3
IX. Plant— (1) Engineering (2) Station and office furniture	21,206 3,000 5,104	1,888 8 1 1,081 6 0 3,600 0 0	1,811 7 11 8,690 13 7	3,000 0 0 4,772 3 7	 546 12 5
XII. General charges— (1) Direction (2) Engineering (3) Stores (4) Audit and account	216 3,600 8,360 4,347 1,150 3,000	1,150 0 0 3,000 0 0			
Total	6,00,000	2,55,713 4 10	2,98,034 0 11	5,53,747 5 9	46,252 10 3 † 3,000 0 0 † 43,252 10 3

* Excess.

† Probable cash expenditure still to be brought to account.

‡ Probable net saving.

28th March 1896.

(Signed)

E. W. STONEY,
Acting Chief Engineer.

Order—No. 317 R., dated 4th April 1896.

The estimate, amounting to Rs. 13,271, chargeable to Capital, for a through siding at Washermanpet junction, is sanctioned.

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

3. Provision should be made for this expenditure in schedule A of the final issue of the budget for 1896-97.

(True Extract.)

(Signed)

C. W. HODSON,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

No. 587 R., 6TH JULY 1896.

Read also the following papers:—

From the Officiating Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated Madras, 4th April 1896, No. 1071.

With reference to your letter No. 8031/253, dated 28th March 1896, and in continuation of my telephone message as

Dated 2nd April 1896.
"Your letter No. 8031/253, dated 28th March 1896. You are authorized to commence work at Washermanpet and Tondiarpet stations pending issue of formal sanction, and to effect the transfer of the necessary material and to adjust in accounts for 1895-96."

2. With regard to the estimate for the siding at Tondiarpet, the Madras Railway type of permanent-way can be used on the understanding that it is to be relaid with the State Railway pattern if the Government of India wishes. In that event I shall be glad to know at what rate it will be taken back by you.

3. On the receipt of your reply to the above reference and on the settlement of all preliminaries, a Government Order will issue communicating sanction to the estimate for the Tondiarpet siding.

From the Acting Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 13th April 1896, No. E. 529/296.

With reference to the second paragraph of your letter No. 1071 of the 4th instant, I have the honour to inform you that if the Government wishes to relay the siding at Tondiarpet with the State Railway pattern of permanent-way, we shall be prepared to take back our materials, to be used in the construction of this siding, at a reduction of 7½ per cent. of their issue value for each year or portion thereof, during which the materials may be used, provided that no reduction shall be made below half the cost at which the materials were originally supplied.

From the Officiating Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated 24th April 1896, No. 1292.

With reference to correspondence ending with your No. E. 529/296 of 13th April 1896, I have the honour to forward for report copy of remarks by the Examiner, Railway Accounts, on your No. 8031/253 of 28th March 1896.

The conditions laid down in your No. 529/296 are agreed to.

2. The length of the sidings at Washermanpet and Tondiarpet is not specified. I assume that 800 feet will be sufficient.

From the Acting Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 15th May 1896, No. E. 529/406.

With reference to your letter No. 1292, dated 24th April 1896, forwarding for report copy of remarks by the Examiner, Railway Accounts, I have the honour to submit copy of a memorandum from the Company's Chief Auditor in reply thereto.

2. I desire to point out that the terms on which the charges for supervision during the construction of the Ennur section were based, ceased simultaneously with the completion of the work, the date for which may be taken as the termination of the financial year 1895-96, i.e., 31st March 1896, after which the working agreement would come into force.

3. In that agreement it is stipulated that no special charge shall be made for the supervision of "Maintenance of way, works and stations"; but it does not appear reasonable to include such extensive works as the additional through sidings at Washermanpet and Tondiarpet as ordinary maintenance, for they constitute Capital works undertaken subsequent to the opening of the line. This Company therefore is entitled to charge the authorized percentages as prescribed by Government, for supervision in the case of the siding at Tondiarpet, and to claim rent upon the outlay incurred from its own funds on the siding at Washermanpet, and I trust you will be able to concur in this view.

4. The length of the sidings at both stations is 800 feet.

ENCLOSURE.

The following is in reply to paragraphs I (2) and II (6) and (7) of a note by the Examiner, Railway Accounts, dated 31st March 1896, forwarded with the Consulting Engineer's letter No. 1292 of 24th ultimo:—

I. Estimate for through siding at Washermanpet—

(2) It is understood from the Chief Engineer that the siding is required solely for the working of the Ennur line, that it is practically a part of the Madras-Ennur system, although constructed on Madras Railway property (and consequently from Madras Railway funds). Under the circumstances, this Company is clearly entitled either to a refund of, or rent upon, the capital outlay.

II. Estimate for through siding at Tondiarpet—

(6) The saving under the project estimate is not due to reduction in the amount of construction work, but rather to the economical manner in which the Madras Railway have carried out the work.

The work for which supervision has been paid has been carried out; the proposed siding is additional work and we are entitled to charge the percentages laid down in Government orders.

(7) Clause 5 of the working arrangement deals with the matter of remuneration for working the Ennur line and it provides that no special charge shall be made for the supervision of "Maintenance of way, works and stations," but nowhere is provision made for "free supervision of maintenance outlay," as imagined by the Government Examiner, and the Madras-Ennur section will be charged with its percentage on the cost of General superintendence of the Engineering Department in the same manner as on that of the other departments. This charge, which is for working, affords no ground for a claim to free supervision of construction works of the Ennur line.

Had the working arrangement been framed with a view to give us a profit, an appeal to forego the charge might have been one for consideration, but looking to the comparatively small earnings of the Ennur line, the return to the Company is not likely to exceed the cost of the services rendered.

(Signed) F. DUNSTERVILLE,
Chief Auditor.

From the Officiating Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated Madras, 6th June 1896, No. 1741.

With reference to correspondence ending with your letter No. E. 529/406, dated 15th May 1896, I have the honour to point out that the charges in question can only be dealt with on the lines of the working agreement: to do otherwise would be to give to the Government of India an erroneous idea of the terms on which the line is worked by the Madras Railway, and might lead to mistaken views as to the most economical agency for working the line when the question comes again under consideration on the completion of the Bezvada-Madras Railway.

2. If the Madras Railway wish to charge rent on works provided for the Ennur line at the joint stations, and also to charge for engineering supervision of open line Capital works of the State Railway, neither of which charges are in my view contemplated in the working agreement, they should propose such amendments of that agreement as they consider necessary, so that the matter may be referred to the Government of India. It is to be noted, however, that it is a general rule both on State and Guaranteed Railways, that open line Capital works can only be charged with the cost of such establishment as is specially employed on them, and the percentage charges for supervision by the ordinary Railway staff are inadmissible and it is not likely that the Government will sanction any departure from this rule.

3. The estimate for Tondiarpet is returned for revision. The charge for supervision should be omitted pending settlement of the general question.

From the Acting Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 16th June 1896, No. E. 529/507.

With reference to your letter No. 1741 of the 6th instant, I have the honour to return the estimate for the through siding at Tondiarpet, having, as desired, struck out the charge made for supervision. There is no desire to press the question of charging for supervision, so that this estimate, so far as this point is concerned, need not be referred to the Government of India.

2. I shall, however, be glad if you will address the Government of India with regard to the expenditure incurred on the through siding at Washermanpet. This siding is required solely for the working of the Ennur line, although constructed on the property of the Madras Railway and the funds have been provided by this Company. No reference is made in the letter of agreement to payment being made for the use of the Washermanpet station. The outlay required at this station for the accommodation of the Ennur line traffic in addition to our own traffic was small, and the question of payment of interest on our expenditure was not raised; but the construction of the through siding, the necessity for which has arisen since the line was opened for traffic, and subsequent to the submission of the letter of agreement, makes it expedient that the Government of India should be referred to in the matter. The question is an important one, inasmuch as I have no authority from the Board to incur capital outlay on works for the use of the Ennur section without charging for interest and maintenance.

3. The estimated cost of the siding as sanctioned in G.O. No. 317 R., dated 4th April last, is Rs. 13,271. The actual outlay I am not yet in a position to give, and I would propose as a simple method of adjustment that the Government agree to pay the Company interest at 5 per cent. per annum on the actual expenditure. The cost of maintenance of the siding will be dealt with in the same manner as the cost of maintaining other portions of the Ennur section.

ORDER—No. 587 R., dated 6th July 1896.

The estimate, amounting to Rs. 17,744, chargeable to Capital, for a through siding at Tondiarpet station is sanctioned the expenditure being met from the anticipated savings on the project estimate sanctioned by the Government of India which does not lapse till 21st February 1897, i.e., one year after the opening of the line for traffic. If, however, the sanction to this estimate, which should be allocated to the various heads of Capital expenditure, causes any excess over the heads and sub-heads of the project estimate, the same should be reported for the orders of Government.

No. 587 R., 6TH JULY 1896.

2. This sanction has been registered as No. 8 R. of 1896-97.
3. The question of charges for interest on expenditure incurred on the through siding at Washermanpet will be dealt with hereafter.

(True Extract.)

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

To the Agent and Manager, Madras Railway, with estimate
„ Examiner, Guaranteed Railway Accounts. for correction.

RAILWAY.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated July, 6th.

Recd.

Encl.

G.O. No. 587 R., 6th July 1896.

JULY.

Through Siding

Estimate of Rs. 17,744 for a — at Tondiarpet station on the Madras-Ennur section, sanctioned with remarks.

(2 Encls.)

(No. 1.)

No. 2000

Form No. 20.

SERIAL
No. 1

TELEGRAM ^{URGENT}
~~ORDINARY~~
DEFERRED

FROM

E. P. R

TO

works

B. 11/ In order to work heavy pilgrim traffic on Ennur branch it is desirable to put in loops at two wayside stations between Royapuram and Tiruvattur. There is sufficient saving on original estimate but no grant next year. Please allot 10,000 rupees of telegrams so that work may be done before next fest expected beginning May

27/3

Despd
4-6 m
27/3/96
S2
M.M.

RAILWAY.

Govt. of {1896} Madras.

PUBLIC WORKS

Dated Ju

Recd.

G.O. 1

Through Siding

Estimate of Rs. 17,744 for a — at Tondiarpet station on the Madras-Ennur section, sanctioned with remarks.

(2 Encls.)

(No. 1.)

No. 8031

253

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 28th March 1896.

From *From J. S. B. to the Agent and Manager.*

The Agent and Manager.

M. R. Co

To

SIR,

The Consulting Engineer for Railways.

Madras

*AR D1
MM 30/3*

I have the honour to submit two estimates for Rs. 13,271 and Rs. 19,423 for the construction of through sidings at Washermanpettah Junction and Tondaiyarpettai station respectively on the Rayapuram - Ennur section of the Bezwada-Madras Railway and request that you will be so good as to communicate to me early sanction for these works.

2. I desire to explain that, owing to the provision of only one crossing station for trains to meet and pass each other, it was found most difficult and inconvenient to work the train service in order to cope with the heavy Pilgrim traffic which has to be accommodated periodically between Rayapuram and Tiruvottiyur, and immediate relief is imperative.

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3. The subject has been discussed at an Officers' Meeting when it was decided that - the conversion of Washermanpettah and Tondaiyarpettai into additional crossing stations by the insertion of a through siding sufficient to hold a train of 25 vehicles would satisfy present requirements, and it is most important that both these sidings should be completed by the end of April in order to deal efficiently with the heavy festival traffic expected in May.

4. As Washermanpettah Junction is a station belonging to the Madras Railway, the outlay for the through siding will have to be borne by this Company and the usual rent charged to the Ennur section, as is done at other similar Junctions on the Company's system.

5. The provision in the Budget and the date on which the sanction will lapse are entered on the estimate for the work.

6. At Tondaiyarpettai the outlay could be met from the savings, amounting to about Rs 43,000, in cash and stores combined, effected in the estimate of the Rayapuram - Ennur section, but this estimate lapses on the 31st March 1896, and no provision has been made in the Budget

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for the ensuing year. No permanent way -
materials, moreover, of the East Coast Railway
type being immediately procurable, it is proposed
to use materials of the Madras Railway pattern
and debit the Ennur section with their value
(Rs 19,423) at once, and I request that arrangements
be made to furnish this Company with funds to
meet the cash portion (Rs 5,105) of the Estimate.
It may be advisable to increase this special -
allotment to, say, Rs 10,000 to meet unforeseen
requirements during the ensuing official year.

6. As the works are of great urgency, it is
requested that sanction may be accorded to
the estimates as early as practicable, to enable the
work to be put in hand forthwith and com-
-pleted before the next festival takes place in May.

7. I enclose a statement prepared by the
Acting Chief Engineer showing the expenditure
incurred on the Ennur Branch and the probable
net saving.

I have the honour to be,
Sir,

Your most obedient servant,

H. C. C. C.

Ag. Agent & Manager.

Encls:
2 Estimates
1 Statement

Ag Chief Engineer

1319

30/3/96

Received & returned

ER
31³/96

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R

Recd.

Dated

No.

188

for Railways.

The Consulting Engineer

To

The Agent and Manager.

From

MADRAS RAILWAY.

SERIAL

No.

I. Estimate for through siding at Washermanpet.

- (1) The estimate is correct as to allocation and requires the sanction of the Local Government. The work has not been entered in Schedule B of the Budget for 1896-97, but funds are available from the provision made for other works in that Schedule. The work should, if sanctioned, be entered in Schedule A of the final issue of the Budget.
- (2) The Agent and Manager should be asked why he proposes to charge rent for the siding when the working agreement lately sanctioned makes no provision for charges of this nature.

II. Estimate for through siding at Tondiarpet.

- (1) There is no objection to the permanent way required being obtained from the Madras Railway and debited to the Store account of the Madras. Eimore Railway pending issue to works. It is for E.R. to decide whether Madras Railway permanent way may be used when the line has, under instructions from the Government of India, been laid with permanent way of the East Coast Railway type. If used, arrangements will probably have to be made to substitute East Coast Railway type as soon as it can be obtained, and in this case it should be settled at what rate the Madras Railway material will be received back by that line.
- (2) The estimate should be allocated to the various heads of Capital expenditure.

4

Statement showing expenditure incurred on account of Ennur Branch Construction upto March 1896.

Sub-Heads of Estimates.		Amount of Estimate	Expenditure									Balance available			Remarks.
			Cash			Stores			Total						
I Preliminary Expenses															
(1) Survey Expenses		2,132	1000	7	4	1127	6	10	2127	14	2	4	1	10	
(2) Plant		150	"	"	"	134	10	"	134	10	"	15	6	"	
II Land	105,000	85,504	87,405	10	10	"	"	"	87405	10	10	1901	10	10	Excess
III Formation															
(1) Earthwork		34,114	34,109	9	3	"	"	"	34,109	9	3	29	6	9	
25															
IV Bridgework															
(2) Minor Bridges		31,449	27,415	14	7	4,197	11	1	31,613	9	8	327	6	4	
492															
V Fencing															
(1) Fencing		26,226	2,440	10	10	25,271	3	2	27,711	14	"	73	2	"	
(2) Road crossings		1557													
(3) Mils. & Gradient Posts		14,618	8,613	5	"	5855	11	"	14,469	"	11	148	15	1	
		300	187	13	6	9	15	3	282	12	9	17	3	3	
VII Ballast & Permanent Way															
(1) Ballast		32,489	17,353	8	7	11,391	"	"	28,751	3	7	3,737	12	5	
(2) Permanent Way		274,064	23,396	13	7	22,260	1	7	24,679	15	2	39,493	"	10	
		12,429													
VIII Stations & Buildings															
(1) Stations & Offices		24,173	18,408	11	1	5,91	14	10	24,355	9	11	246	6	1	
(2) Staff Quarters		429													
(3) Station Machinery		9775	9,188	4	2		7	2	9,282	11	4	692	4	8	
		21,206	5,790	5	3	14,8	15	6	20,578	4	9	607	"	3	
IX Plant															
(1) Engineering		3,000	1,188	8	1	1,81	7	"	3,000	"	"	"	"	"	
(2) Station & Office furniture		5,104	1,081	6	"	3,69	13	7	4,772	3	7	546	12	5	
		215													
XII General Charges															
(1) Direction		3,600	3,600	"	"		"	"	3,600	"	"	"	"	"	
(2) Engineering		8,250	10,382	3	10	"	"	"	10,382	3	10	2214	12	2	
(3) Stores		4347													
(4) Audit & Account		1,150	1,150	"	"		"	"	1,150	"	"	"	"	"	
		3,000	3,000	"	"		"	"	3,000	"	"	"	"	"	
Total Rupees.		60,000	2,55,713	4	10	29,80	"	11	553747	5	9	46,252	10	3	Probable cash expenditure still to be brought to account
												3,000	"	"	Probable net saving
												43252	10	3	

(Dy. Eng.)

28th March/96.

(Sg.) E. W. Stonor

Ag Chief Engineer

10579

Code Class. *OS* INDIAN TELEGRAPHS. Monthly Number No. *3* SERIAL

To *Madras.* (Office) From *Baluchta.* (Office)

Words *43/12.* Day *1.* Hour *17.* Minute *30* Special Instructions *Sd*

To *Madras. Works* (Person) From *Works.* (Person)

Railway.

64 Word Form.

482 R. C. your telegram B. 11 march 27 loops at two way side stations on Ennore Branch may be put in hand as proposed. Formal allotment of Rupees 10000 will be made by letter.

F.C.2.

MADRAS 1-4-96

Trans. from LN. Sent to LN. By Mts. by Telegraph Master

C. G. P. No. 681 T-24-7 1/2-20,00000.

to adjust the accounts for 1895-96.

Rept 2/4.

[Signature]

P. W. CURRENT No. 33/8

Dec 24-96

82-11-2401

SERIAL
No. 4

Telephone

From

Congress for Rys

To

Walter & Manager
Madras Ry.

Your letter No. $\frac{8031}{253}$
dated 28th March 96.

You are authorized to
commence work at
Woshermanpattai &
Tondiarpettai stations
pending issue of formal
sanction & to effect
the transfer of the
necessary material
& to adjust the accounts
for 1895-96.

Dec 2/4.

W. H. 1/4

Telegram to the Govt of
India No. B 11727.3.96

Telegram from — do —
No 482 No. 7 1.4.96

No 1072 of 4/4/96. 7⁰
Copy forwarded
to the Agent & Managers
London Ry for information

No. 1073 of 4/4/96
Copy also to C.R.

JH 2/4

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Print Letter from the Agent
and Managers Madras Ry } H.B. No. $\frac{8831}{253}$ of 28th March 96

The estimate a.

Print mounting to Rs 13,271
chargeable to Capital
for a through siding
at Washermanpet Junction
is sanctioned.

Circulate

1. The Governor

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

3. Provision should
be made for this expendi-
ture in Schedule A of the

To The Agent & Man. Ry
-a- Exr G.O. Ry. Secy
Final Issue of the Budget
for 1896-97

R

21/4

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 4th April 1896.

To

AGENT AND MANAGER, M. R.

No. 107/Reply No. 296, dated 13.4.96

1 P

SIR,

With reference to
your letter No. $\frac{8031}{253}$ of
28th March 1896, and in
continuation of my telephone
message as per margin,
I have the honor to for-
ward G. O. No. 317. R. dated
April 4th 1896 sanctioning
the estimate amounting
to Rs 13,271 chargeable
to Capital for the proposed
through siding at Washen-
manpet.

Reminders.

Dated 2nd April 1896
Your letter No. $\frac{8031}{253}$
of 28th March 1896. You
are authorized to commence
work at Washermanpet
& Indrapet station for
work of formal sandline &
to effect the transfer of the
necessary material & to
adjust in accounts for
1895-96.

Subject.

2. With regard to the
estimate

B
317 R of 4 April 1896

2/5

estimate for the siding
at Tondiarpet the
Madras Railway by the
permanent way can be
used on the understanding
that it is to be relaid
with the State Railway
pattern if the Govern-
ment of India wishes. I
in that event I shall be glad to know
the ~~cost~~ ^{cost} at what
rate it will be taken
back by you.

3. On the receipt of your
reply to the above reference
for the settlement of all
preliminaries a.s.o. will
issue communicating sanc-
tion to the estimate for
the Tondiarpet siding.

H.H. 2/4

C.

All communications
should be addressed to
the Secretary.

No. 227 A.R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

To The Joint Secretary to the
Government of Madras,
Public Works Department
Railway Branch.

SERIAL

No. 5

Simla, the 13th April, 1896.

Sir,

In continuation of Public Works
Department telegram No 482 P.C. dated the 1st
April 1896, I am directed to convey the sanction
of the Government of India to an allotment
of Rs 10,000 under the head "48 State Railways
Construction" to meet capital outlay during
the current official year on the Madras - Ennore
section of the Bezwada - Madras Railway -

I have the honour to be,
Sir,

Your most obedient servant,

W. Beecher

Offg. Secy. to the Govt of India.

Md. 14/4/96

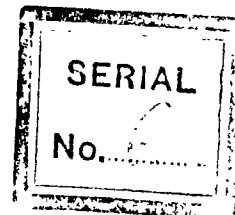
Documents accompanying:-
Nil.

3761

☆

Recd 21. 10. 96

8712



No. 3761

No 1366
30.4.96

with copy of
telegram to India No B114127.956 to Agent in Ry. & CR.
" from - 482 Rcd 1.496 for information.

Wt 30/4

Encl the Tel repd to

30.4

(A. & M. V. C.)

Enclosures.

No. E/529

296

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

RAYAPURAM TERMINUS,

Madras, 15th April 1896.

From

The Agent and Manager,

Madras Railway Company.

To

The Consulting Engineer for Railways,

Madras.

Sir,

With reference to the 2nd para. of your letter No. 1071 of the 4th instant, I have the honour to inform you that if the Government wishes to relay the siding at Tondiarpettai with the State Railway pattern of permanent way, we shall be prepared to take back our materials to be used in the construction of this siding, at a reduction of $7\frac{1}{2}$ per cent. of their issue value for each year or portion thereof, during which the materials may be used, provided that no reduction shall be made below half the cost at which the materials were originally supplied.

I have the honour to be,

Sir,

Your most obedient Servant,

Edmund Currah

Ag. Agent & Manager.

EM
CM. is away so I send this
with Dallabonka
15/4



dep

Am.

No 1292
24.4.96.

Printed
98

Sci

with ref to correspondence ending
with you E 528 of 18/4/96 I have the
286

h. to forward for report copy of remarks
of the CR. in your 8031 of 25/2/96
253

II 2

II 2.7.

The conditions laid down in your No 528 are
286
agreed to.

(2). The length of the tidings at Wash & Indian
port is not specified. I assume that 800 ft
will be sufficient.

HL
22/4

ER
I have received a copy of the
report of the committee on the
subject of the proposed
tidings at Wash & Indian
port. The committee
have recommended that
the length of the tidings
should be 800 ft.

HL
27/4

1 figure - 9.12
centimetre
above it - should
be 100 ft
from Wash - 500 ft
27/4

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SERIAL

No. 8

No. 391 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE Works EngineerSindurDated 27th April
1896.

SIR,

With ref to my telegram
No B 11 of 27th March 1896 I am
directed to ask that
Sanction may be given
to an infringement of
Standard dimensions at
Washermanpet and
Tondyapettai stations
on the inner section of
the Madras-Bennara Rly.

2. As explained in my telegram
quoted above it is desirable
to put in ^{temporary} ~~temporary~~ at these
stations to accommodate
heavy pilgrim traffic, but it is
not necessary to make them
of the full length required
Standard dimension. It
will be sufficient if they

Vide case infringement
of Standard dimensions
Branch case 209/6

7/5
W.S.

Documents Accon?

- July

Faintest leaf in the
series.

7800

Ms. A. 9.2. 391. Printed 27.4.96

[illegible]

① The Lee was 2 years 6
A.M. & later for months up
to June 6. 7 & CR not
of 31.3.86.

(3. But just before C.R. Zimmerman
on this lecture. In my opinion
72nd is far more in this - but I
do not know the usual
practice. (On reading the
book it seems to compare to
F.W. Deak Vol II Ch. V. p. 25 (1/2)

are long enough to hold
a train of 25 vehicles
I am to request that
Sanction may be given
to make them of a
length of ~~600 ft.~~ 800 ft

erm

157-

15/4

EM

Draft for approval. I don't
remember if 600 or 800 is
asked for apparently 600
will be enough for 25 which

2. I see that in our letter to A.M. we omitted to raise the question of rent.

附

4. Remove the connection between the material in the left primary or L-2 cable by 1BR material till from L-2 returns directly to the 1 running 1BR material using 2 cables for the purpose to prevent the section running or come in as it is done common in with ERE B3, B4, B5. One time any cables in it.

21/4

SERIAL
No. 7

I am of opinion that the rate of reduction at which it is proposed that the Modern Bay permanent way material should be taken back viz $7\frac{1}{2}\%$ for each year or portion of a year the material has been in use, is very moderate and may be accepted.

According to the Code rule quoted by E.P., depreciation on surplus stores simply lying in stock is calculated at 5% on value of new stores and 10% on value of 2nd hand stores, so that 7½% on value of material actually in use by another line is an exceedingly moderate charge.

W. W. W. W.
C.R. 20/4

dicta & munda
v. munda
27/10

(A. & M. V. C.)

Enclosure

No. E/523

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

RAYAPURAM TERMINUS,

Madras, 15th May 1896

From

The Ag. Agent & Manager,

Madras Railway Company.

To

The Offg. Consulting Engineer for Railways,

Madras.

Sir,

With reference to your letter No. 1292, dated 24th April 1896, forwarding for report copy of remarks by the Examiner, Railway Accounts, I have the honour to submit copy of a memorandum from the Company's Chief Auditor in reply thereto.

2. I desire to point out that the terms on which the charges for supervision during the construction of the Ennur Section were based, ceased simultaneously with the completion of the work, the date for which may be taken as the termination of the financial year 1895-96, i.e., 31st March 1896, after which the working agreement would come into force.

3. In that agreement it is stipulated that no special charge shall be made for the supervision of "Maintenance of Way, Works and Stations;" but it does not appear reasonable to include such extensive works as the additional through sidings at Washermanpettah and Tondiyarpet as ordinary maintenance, for they constitute Capital Works undertaken subsequent to the opening of the line. This Company therefore is entitled to charge the authorised percentages as prescribed by Government, for supervision in the case of the siding at Tondiyarpet, and to claim rent upon the outlay incurred from its own funds on the siding at Washermanpet, and I trust you will be able to concur in this view.

4. The length of the sidings at both stations is 300 feet.

I have the honour to be,

Sir,

Your most obedient Servant,

Henry Clive

Ag. Agent & Manager.

Encl. 1

10/4/96

2074

16/5/1936

16/5/1936

16/5/1936

16/5/1936

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16/5/1936

The following is in reply to paras. I(2) and II(6) and (7) of a Note by the Examiner, Railway Accounts, dated 31st March 1936, forwarded with the Consulting Engineer's letter No. 1292 of 24th ultimo.

11 SP

I. ESTIMATE FOR THROUGH SIDING AT WASHERMANNPET.

(2) It is understood from the Chief Engineer that the siding is required solely for the working of the Ennore line, that it is practically a part of the Madras-Ennore system although constructed on Madras Railway property (and consequently from Madras Railway funds). Under the circumstances this Company is clearly entitled either to a refund of, or rent upon, the Capital outlay.

II. ESTIMATE FOR THROUGH SIDING AT TONDIYARPET.

(6) The saving under the project estimate is not due to reduction in the amount of construction work but rather to the economical manner in which the Madras Railway have carried out the work.

The work for which supervision has been paid has been carried out; the proposed siding is additional work and we are entitled to charge the percentages laid down in Government Orders.

(7) Clause 5 of the working arrangement deals with the matter of remuneration for working the Ennore line and it provides that no special charge shall be made for the supervision of "Maintenance of Way, Works and Stations" but nowhere is provision made for "free supervision of Maintenance outlay" as imagined by the Government Examiner and the Madras-Ennore Section will be charged with its percentage on the cost of General Superintendence of the Engineering Department in the same manner as on that of the other Departments. This charge, which is for working, affords no ground for a claim to free supervision of construction works of the Ennore line.

Had the working arrangement been framed with a view to give us a profit, an appeal to forego the charge might have been one for consideration, but looking to the comparatively small earnings of the Ennore line, the return to the Company is not likely to exceed the cost of the services rendered.

(True Copy.)

(Sd.) FRED. DUNSTERVILLE,

Chief Auditor.

Harry Cowell

Ag. Agent & Manager.

025147

Eng. No. 1 to E.P.O. No. 2074 of 1896
Let to No. 406 of 15.5.96
From *Am*

Form No. 21.
509-5-3-06.

SERIAL

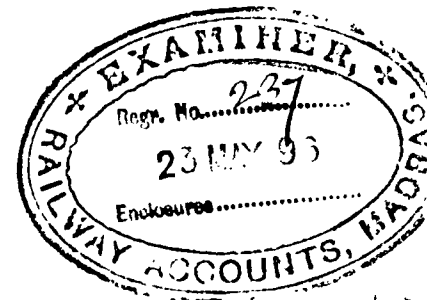
No. 9

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, ^{23rd} 76th May 1896.

No. 1585-

OFFICE NOTE.



Letter from the Agent, *Manager, Madras Railway*, No. ^{E/529} 406
dated 15th May 1896, forwarded to the Examiner of Railway
Accounts *for perusal of remarks.*

em

24/5 for E. R.

EXAMINER'S REPLY.

28/5..

Estimate for through sidings at Washermanpet.
No provision has been made in the Madras Bureau of
Working Agreement for charging interest on the Capital
Cost of buildings or works provided at the Joint Stations
for the accommodation of Madras Bureau of Trains,
and in the absence of provision no such charges can
be allowed.

If the Agent still wishes to raise charges against
the Madras Bureau line for rent of works provided at the
Joint Stations he should propose such amendments in,
or additions to, the Working Agreement as he may consider
necessary, and the sanction of the Board of the
Govt of India will have to be obtained there to.

Estimate for through bridge at Jambharpet

It is a general rule on both State & guaranteed Rys that Open Line Capital works can only be charged with the cost of such establishments as are specially employed on them, and that percentage charges for supervision by the ordinary Revenue Staff are inadmissible. It is also expressly laid down in para 5 of the Working Agreement that no special charge for the supervision required from the Engineering establishment of the Madras Ry shall be made against the Madras Income line.

If the Agent now desires that percentage charges for supervision of the Madras Ry Revenue ^{large} Staff should be debited not only against Open Line Capital works, but also against Maintenance of the Madras Income line, it will be necessary to amend the Working Agreement, and the sanction of the Govt of India to such amendments as may be proposed will have to be obtained.

The Working Agreement was drawn out by the Madras Ry, it has only recently been approved and accepted by the Govt of India without any material alterations, and if the Madras Ry wished & intended to raise charges of the kind required to, it is a great pity that they did not make due provision for the same when the Agreement was under discussion.

To permit charges of this kind to be raised against the Madras Income line outside the Working Agreement is to keep the Govt of India in ignorance of the type terms upon which the Madras Ry is working the line, and this might lead to mistaken views as to the most economical agency for working the line when this question again comes under consideration on the completion of the further sections of the

5/5/127 Madras Deccan Line

W. Allen
CR 20/5

Form No. 10.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 6th June 1896.

To A.M.

No. 1741 Reply No. 507, dated 16/6/96

SIR,

With ref. to correspondence
ending with your letter No
528 d 15/5/96 I have the
406
h. to point out that the
charges in question can only
be dealt with on the lines
of the Working Agreement:
to do otherwise would be
to give to the Govt. of India an
erroneous idea of the terms
on which the line is working
of the M.R., and might lead
to mistaken views as to
the most economical agency
for working the line when
the question comes up again
under consideration on the
completion of the B.M.R.
(2) If the M.R. wish to charge
rent on works provided for
the Income line at the joint
stations, and also to charge

Reminders.

for engineering supervision of the
 line. As works of the State R.R.
 they should pay, within which
 charges are in my view con-
 sidered in the ^{works} agreement, they
 should pay such amount.
 As they consider necessary. They
 after the approval of the Board.
 has been obtained from the
 forwarded for the sanction of the
 Govt. of India.

(3) The Govt. for Tondiarpet in
 returns for revision. The
 charge for supervision should
 be settled pending settlement
 of the financial question.

The works may be agreed to.
 The Govt. of India. It is in
 2. notes however that it is
 a general rule that on State
 of Government R.R. the Govt. does
 Capital works on other 2 charges
 with the cost of such works
 in a separate bill. The Govt.
 to the Government charges for
 supervision by the Board. Govt. staff
 in maintenance, &c. &c. will
 likely be the Govt. will sanction
 any expenditure from the Govt.

1/6

SM
 L
 3/6/91

Despatched on 6-6-91

(A. & M. V. C.)

Enclosures

No. E/523

507

Madras Railway Company.

AGENT & MANAGER'S OFFICE,

RAYAPURAM TERMINUS,

Madras, 18th June 1893.

13P

From

The Ag. Agent & Manager,

Madras Railway Company.

To

The Offg. Consulting Engineer for Railways,

Madras.

Sir,

With reference to your letter No. 1741 of the 8th instant, I
 have the honour to return the estimate for the through siding at Tondiyar-
 pettai, having as desired, struck out the charge made for supervision.
 There is no desire to press the question of charging for supervision so
 that this estimate, so far as this point is concerned need not be referred
 to the Government of India.

2. I shall, however, be glad if you will address the Government of
 India with regard to the expenditure incurred on the through siding at
 Washermanpet. This siding is required solely for the working of the En-
 nur line, although constructed on the property of the Madras Railway and
 the funds have been provided by this Company. No reference is made in
 the letter of agreement to payment being made for the use of the Washer-
 manpet station. The outlay required at this station for the accommodation
 of the Ennur line traffic in addition to our own traffic was small, and the
 question of payment of interest on our expenditure was not raised; but the
 construction of the through siding, the necessity for which has arisen
 since the line was opened for traffic, and subsequent to the submission of
 the letter of agreement, makes it expedient that the Government of India
 should be referred to in the matter. The question is an important one,
 inasmuch as I have no authority from the Board to incur Capital outlay on
 works for the use of the Ennur Section without charging for interest and
 maintenance.

3. The estimated cost of the siding as sanctioned in S.O. No. 517P.

148

dated 4th April last is Rs. 15,271. The actual outlay I am not yet in a position to give, and I would propose as a simple method of adjustment that the Government agree to pay the Company interest at 5 per cent. per annum on the actual expenditure. The cost of maintenance of the siding will be dealt with in the same manner as the cost of maintaining other portions of the Ennur Section.

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

W. C. C. C.
Ag. Agent & Manager.

12/6/96

509-5-3-96

No. 17

Madras, 18th June

No. 1868

Letter from the Agent, ~~Manager~~, Madras Railway, No. 8-529
dated 16th June 1896, forwarded to the Examiner of Railways
Accounts, for favour of remarks.

СПИШ

for E. H.

E.A.

G. scabra C
1/7

Please see The remarks of this Office of 31.3.96 on the estimates as originally submitted

2) The estimate should be allocated to sub-head of Capital outlay.

3) The Agent proposed that The Company should charge the Madras Bureau Day with 1% on the cost of the through sidings at Warburton ^{on 21st Jan 1996} and that the cost of the maintenance of the sidings should be dealt with in the same manner as the cost of maintaining the portions of the Bureau Section.

4) As the Working Agreement provides for the maintenance charges of the Madras Day and the Bureau Section being kept

Apr 1/95 to September 1895
 Working for the ...
 ...

11 604-11-8-44

underlying district, and as the sidings in question are within the Madras Ry boundaries, it would be advisable that the Madras Ry should bear the actual charges of maintenance and that the Inner Section should, if considered necessary, be charged at a percentage rate.

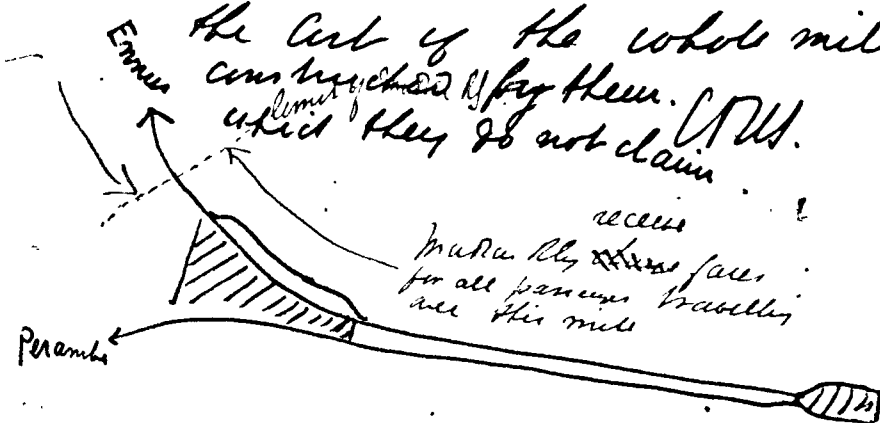
To provide for similar cases arising in future, it would be better that the Agents' proposals should be put forward in the form of an addition to the present Working Agreement which would be of general applicability, and the following is suggested.

"If the Madras Railway Company has to provide for its own Capital funds additional works at the Junction Stations which are required for the exclusive use of the Madras Inner Line, then the Madras Ry shall be entitled to charge the Madras Inner Line with $7\frac{1}{2}\%$ per annum on the Capital cost of such works to cover interest & cost of maintenance."

W. Allen
CR 24/6

25.6.

Emmure Rly
receives fares
up to the
Madras Rly limit



CR 24/6

015273



OK

I. Action is begun on para 4

9 May Note of 18.4.96 - 13
to arrange for the P.W. to be
by 2.4.96. The Board for
MR for Tondiarpet. Draft
to E.R. B.M.R. for the
circumstances & other things in
the line of the 2.4.96
exchange when the B.M.R. is found
and also when the 2.4.96
of the 2.4.96. If 2.4.96
what the 2.4.96

ER.

Draft here with

Done

II. Rem. AM on 17.5.96

Done

III. Sanction the Tondiarpet Station
after closing on 1.6.96

Shewalter (Sup. P.
in case)

IV. To be done
On 1.6.96 for Madras Rly.
Siding. I shall want to see
the Agreement for making the
Emmure drive.

Also it seems to me that
this work, and the ^{former} work
proposed to be done at W. P.
for the Station from 2.
India for station as part of
the "East India J." etc. on
the same footing. & the same
2.4.96

Also why should M.R. charge
5% on the cost, when the Board
the money in 2 1/2 % deduction
on S. of S. P. Guarantee.

D. 2's certificate dated 29/6/96
seems a good one. But it is

carefully & specially of facts & shall
be referred to E.R. for reports
on the actual facts & from
opinion

1/7

Form No. 34.

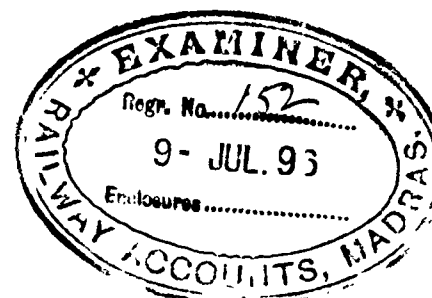
P. W. D., RAILWAY BRANCH.

SERIAL

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAY.

Madras, 3rd July 1896.

No 2070



OFFICE NOTE.

From E. R.

To C. R.

15.7

With reference
to para 2 of A. M's No.
E 504 dated 16th June 1896,
507
it seems to me that this
work and the further
work proposed to be done
at Wandermanpett for
which estimates have
gone to India for sanction
as part of the "Satt Chetan
junction" case are on
the same footing and
both must be considered
together.

Also

Also why should Madras
Railway claim 5%
on the cost when they
borrow the money in
2 3/4% debentures on
Secretary of State's guaran-
tee.

D2's contention dated
29 June 1896, seems a
sound one but it is largely
a question of facts. Will
you kindly report as
to the actual facts and
favour me with your
further opinion on the
subject.

C

17 ER

Enc/

(A. & M. I.)

No. 6629

605

3 copies

SERIAL

No. 14

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 14 July 1896

From

The Agt. Agent and Manager.

Madras Ry

To

The Offg. Consulting Engineer for Railways.

Madras

SIR,

With reference to G. O. No. 576
of 6th instant, I have the honor to return
herewith the Estimate for the through siding
at Tondiarpettai with the details of the
capital allocation duly inserted in the
head sheet.

It is not anticipated that
the present sanction of Rs. 17,744 will cause
any excess over the total amount of
Rs. 6,00,000 sanctioned for the project Estimate.

I have the honor to be
Sir,

Your most obedt. servt.

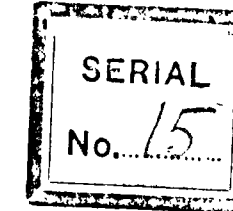
Henry Welch.

Ag. Agent & Manager

Enc/one

3006
15/7/96

enclos.



E R's Office Note No 2070 of 9.7.96

The difference between these particular workings and the further works at Warkumampet appears to me to be that in the former case the Company contend that the workings are being carried out for the sole & exclusive use of the Inner Section, in the latter case no such contention is raised, it being apparently admitted that the whole of the other works will be in joint use for the traffic of both lines.

5% for interest + 2½% for maintenance are rates which have been approved by the Govt of India for calculating & dividing joint Station charges between foreign lines which use a common junction provided at the capital cost of one of them; so that if we admit that any interest is chargeable in this case, I think the Madras Ry. would be entitled to the approved rate of 5%.

The question I think mainly depends upon the two following points:-

- (1) Is the Company's contention correct that these workings are required solely for the use of the Inner Section, and not for dealing with Madras Ry. traffic or joint traffic?
- (2) As no stipulation was made in the Working Agreement for the Madras Ry. charging interest on works provided by it for the exclusive use of the Inner Section, should such charges be now allowed?

Point (1) is entirely a question of fact which can only be decided by E R's knowledge of how Inner Section traffic is actually dealt with & what facilities it requires.

(1) they are certainly not eq. of the Madras Ry. traffic from Patna & R. P. or any other road. The traffic which comes from the Inner Section. As a large portion of the traffic is & out at W. P. the Madras Ry. will benefit from it or the I. S. will incur carrying the traffic & for the exclusive use of the M. E. Ry.

At the same time to be asked if from the Madras Ry. alteration or addition to the works in the Inner Section is required.

27
C

at Washermanpet. I can only offer a general opinion that as these sidings are within the joint station limits and of the same gauge as the Madras Ry line, it would be somewhat hard to say that under no circumstances & conditions whatever would these sidings ever be used in connection with Madras Ry traffic.

As regards point (2) I think that if the Madras Ry contribution under point (1) is admitted, it would be equitable to allow the Madras Ry to charge interest for the work, but that this should only be done after British sanction has been obtained to the Working Agreement being modified to admit of this.

I have not seen D's note of the 29th June 1906 on the case, if any further opinion is required on that note, will E.R. kindly send it with the papers of the case.

W. Allen
C R 1317

(R.) Form No. 3.

A/-

No 587 R dated 6.7.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
Read the following

Prop: of the Madras Govt } H.E. No. 317 R of 4 April 1896
P. W. Department } Read do

Letter to Agent Ma } 1071 of 4 April 86
Madras Rr. ---

Letter from do --- 13
ES 29 of 15 do ---
296

Letter to do --- 1242 of 26 do ---

Letter from do --- ES 29 of 15 May 96
408

Letter to do --- 1741 of 6 June 96

Letter from do --- ES 29 of 16 do ---
507 15 P

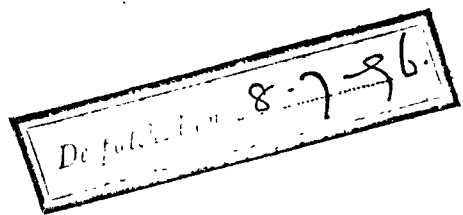
The estimate amounting to Rs 17,744 chargeable to Capital for a through siding at Tondiarpet station is sanctioned the expen. being met from the anticipated savings on

at Washburnet. I can only offer a general opinion

on the project estimate
sanctioned by the Govt.
of India which does not
lapse till 21st February
1897 i.e., one year after
the opening of the year
for traffic. If however
the sanction to the
which should be allocated to the various heads
of capital expenditure
kindle, causes any ex-
cess over the heads &
Sub-heads of the project-
estimate, the same should
be reported for the orders
of Government.

2. This sanction has
been registered as No. 8.R
of 1896-97.

3. The question of charges
for interest on expenditures
incurred on the through
sidings at Washburnet
will be dealt with hereafter.



* (has despatched on 8-7-96)
To the Agent & Secy. (only)
- E. S. D. P. (with external
circumstances)
beels.

R

3/1