10/2/23/Rw

889/83

Public Works (1897) Department.

Print on Emergency to reach here by Monday if possible.

G.O., No. 646 R.

DATED 11 September 1897

Send proof please 8/9/97

[Despatch Abstract.]

Endur-Nellore Section: Letters from the Govt. of India stating that the capital cost of the works at Nellore Station will form part of the sum of Rs. 2276,678-0-0 which will eventually be debited to the Bezwada Madras Railway on account of the — And that they have reduced the grant for capital outlay of the S.I. Railway for the current financial year by Rs. 23000 by reason of the credit to be afforded by the B. M. Ry: for the works at Nellore taken over by that Railway. Commd to the Agent S.I. Railway.

10/1

Dy Sc
18/9/97

P.W. 24

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	26 R	B -	14-1-97				
	380 R	-"-	27-5-97				
	524 R	-"-	30-7-97				
	535 R	-"-	6-8-97				
	604 R	-"-	30-8-97				

FURTHER PAPERS.

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

RAILWAY.

Government (1897) of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. *Spare copies*

G.O., No. 646 R., 11th September 1897.

SEPTEMBER.

Gudur-Nellore Section

Letters from the Government of India stating that the capital cost of the works at Nellore station will form part of the sum of Rs. 22,76,678 which will eventually be debited to the Bezwada-Madras Railway on account of the —, and that they have reduced the grant for capital outlay of the South Indian Railway for the current financial year by Rs. 23,000 by reason of the credit to be afforded by the Bezwada-Madras Railway for the works at Nellore taken over by that railway, communicated to the Agent, South Indian Railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 15th October 1895, No. 1231 R.C.

Provision was made in the project estimate of the Bezwada-Madras Railway, received with your No. 26 R., dated the 18th January 1895, for the acquisition and conversion to the standard gauge of the Gudur-Nellore section of the South Indian Railway.

2. I am directed to inquire whether the Government of Madras have had any correspondence with the South Indian Railway authorities on the subject; and, if not, to request that you will ascertain, through the Agent, whether his Company has any objection to offer to the junction with the Bezwada-Madras Railway being fixed at Gudur and to the surrender of the metre-gauge line from Gudur to Nellore, the South Indian Railway being relieved of the capital cost of that section.

Reminder from the Government of India, Public Works Department, No. 1231/1 S.C., dated 20th December 1895.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Calcutta, dated Madras, 29th January 1896, No. 75 R.

With reference to your letter, No. 1231 R.C., dated 15th October 1895, and subsequent reminder, inquiring whether the South Indian Railway Company have any objection to offer to the surrender of the Gudur-Nellore section with a view to its conversion and incorporation into the Bezwada-Madras Railway, I am directed to forward herewith an extract from letter, No. 161, dated 6th December 1895, from the Managing Director in England, embodying the views of the Board of Directors, South Indian Railway, on the question.

2. No reference being made to the junction being fixed at Gudur, it is assumed that the Railway Company have no suggestions to make.

3 I am to say that, in the opinion of this Government, the Gudur Junction is the most suitable one and there appears no necessity for the State to take over at present more than the 24 miles between Gudur and Nellore. The proposal of the Board of Directors that the South Indian Railway be allowed access to Nellore by laying a mixed gauge over this section is brought to the notice of the Government of India, as it appears to be an arrangement in the interests of the travelling public.

ENCLOSURE.

From the Managing Director, London, to the Agent, South Indian Railway Company (Limited), Trichinopoly, dated 55, Gracechurch Street, London, 6th December 1895, No. 161.

* * * * *

Incorporation of the Gudur to Nellore Section with the proposed Bezwada-Madras Railway.

With reference to the inquiry contained in Government of India letter, No. 1231 R.C., of 15th October 1895, forwarded with your No. 453, the contract of 24th November 1890 provides, under clause 8, for the re-transfer to the Secretary of State of any part or parts of the undertaking as may be required by him, particularly the line of railway between Nellore and the north-west line of the Madras Railway, or any part thereof.

The Board would prefer to release the entire length of line, 75½ miles, from Nellore to Rénigunta Junction rather than the portion of it referred to in the letter above quoted, from Nellore to Gudur only, 24 miles. The traffic of the whole of the Nellore section—Pákála to Nellore, 108 miles—is only about Rs. 60 per mile per week, and there is a probability of this being considerably reduced by the loss of the traffic of Nellore, the only town of importance upon the section.

If the final arrangements of the Government preclude the taking over of the Rénigunta-Nellore section in entirety, the Board would be glad to be informed whether, should the Company so desire, a third rail could not, on terms to be agreed, be laid, and running powers be granted from Gudur to Nellore in order to retain the South Indian access to Nellore.

While thus giving expression to their views the Board do not desire to raise any objection to the proposal of the Government, and, if upon the consideration of these views, the Government think it desirable to take over only the Gudur-Nellore section, the Board are willing to agree to its re-transfer.

Information is required as to how the cost of the Nellore Branch, taken over from the State, viz., Rs. 6,22,26,218, is distributed over the three sections—

Tirupati to Rénigunta.
Rénigunta to Gudur.
Gudur to Nellore.

When forwarding this information the Board will be glad at the same time to receive your own views on the entire question.

* * * * *

From the Officiating Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 21st April 1896, No. 533 R.C.

I am directed to acknowledge the receipt of your letter, No. 75 R., dated 29th January 1896, forwarding copy of a letter from the Board of Directors, South Indian Railway Company, on the subject of the incorporation of the Gudur-Nellore section of their railway with the standard gauge, Bezwada-Madras Railway.

2. The South Indian Railway Company offer no objection to the surrender of the Gudur-Nellore section, but ask to be informed whether, should they so desire, a third rail could, on terms to be agreed upon, be laid, and running powers granted between Gudur and Nellore in order to enable the South Indian Railway to retain access to Nellore.

3. In reply, I am to say that, in the absence of any evidence of commensurate public convenience, the Government of India think it undesirable to lay a third rail for a metre-gauge train service on the main line of a great through standard gauge route between Calcutta and Madras, but they would be willing to concede to the South Indian Railway Company facilities for quoting through rates divisible in mileage proportion between the broad and metre gauge railways for all traffic booked between stations on the section from Gudur to Nellore and all stations on the South Indian Railway.

4. I am to request that you will obtain from the Agent, South Indian Railway Company, a report on the Capital value of the Gudur-Nellore section, which should be considered in consultation with the Engineer-in-Chief, Bezwada-Madras Railway, and forwarded for the information of the Government of India.

From the Officiating Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 9th September 1896, No. 1341 R.C.

I am directed to invite your attention to Public Works Department letter No. 533 R.C., dated 21st April 1896, and to request that the submission of the report called for therein on the capital value of the Gudur-Nellore section of the South Indian Railway, which it is proposed to incorporate with the standard gauge Bezwada-Madras Railway, may be expedited.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 21st September 1896, No. 801 R.

With reference to your letter No. 1341 R.C., dated 9th September 1896, calling for the report on the capital value of the Gudur-Nellore section of the South Indian Railway, I am directed to state that the matter is still under consideration.

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 18th December 1896, No. 1939 R.C.

With reference to correspondence ending with your letter No. 801 R., dated 21st September 1896, I am directed to inquire when the Government of India may expect to receive the report on the capital value of the Gudur-Nellore section of the South Indian Railway, which it is proposed to incorporate with the standard gauge Bezwada-Madras Railway.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Madras, 14th January 1897, No. 26 R.

In reply to your letter No. 1939 R.C., dated 18th December 1896, I am directed to inform you that the details of the transfer of Gudur-Nellore section of the South Indian Railway have been settled with the exception of the item "Engineer's tools and plant" which is still under correspondence between the Agent, South Indian Railway, and the Engineer-in-Chief, Bezwada-Madras Railway.

It is expected that a final agreement will be come to during the course of this month.

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 19th February 1897, No. 291 R.C.

With reference to correspondence ending with your letter No. 26 R., dated 14th January 1897, I am directed to request that the submission of the report on the capital value of the Gudur-Nellore section, South Indian Railway, may be expedited.

Reminder from the Government of Madras, Public Works Department, Railway Branch, dated 13th April 1897, No. 291/1 S.C.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 27th May 1897, No. 380 R.

With reference to your letter No. 533 R.C., dated 21st April 1896, and subsequent reminders, I am directed to forward an abstract statement of the capital cost of the Gudur-Nellore section of the South Indian Railway.

2. The total cost of the section is Rs. 22,76,678 or Rs. 94,860 per mile, and this amount has been accepted as correct by the Engineer-in-Chief, Bezwada-Madras Railway.

3. Under clause 8 of the contract between the Secretary of State and the South Indian Railway Company the company is required to retransfer any part of the undertaking at six months' notice for the sum credited in the capital and stores account and also to retransfer, if so required, a reasonable proportions of the rolling-stock machinery, plant and stores of the undertaking at their fair value as agreed upon between the Secretary of State and the Railway Company.

4. The Agent was accordingly asked if he was able to utilise the permanent-way, girders and station machinery of the Gudur-Nellore section. His reply was to the effect that he had no use for the permanent-way, girder and station machinery; but would be glad to retain the rolling-stock pertaining to the section; he also said that if any extensions of his company's system are sanctioned, it may be possible to utilise a certain amount of the permanent-way girders and station machinery though the girders are not up to the new requirements of the Government of India.

5. It will be observed that the cost of electric telegraph has been omitted from the statement and this is apparently in accord with precedent.

6. It is presumed that instructions will be issued direct from the Government of India to the Engineer-in-Chief, Bezwada-Madras Railway, regarding the disposal of the girders, permanent-way and machinery taken over.

ENCLOSURE.

Gudur-Nellore Section of the South Indian Railway.

[Metre gauge—24 miles.]

STATEMENT of capital cost arranged by account heads.

Head of account.	Expenditure.
	RS.
I. Preliminary	14,168
II. Land	24,979
III. Formation—	
(1) Earthwork	4,26,296
IV. Bridge work—	
(1) Large bridges	6,80,108
(2) Minor bridges	91,751
V. Fencing—	
(1) Fencing	7,948
(2 and 3) Level crossings and mile and grade post ...	18,988
VII. Ballast and Permanent-way—	
(1) Ballast	51,339
(2) Permanent-way	4,31,117
VIII. Stations and buildings—	
(1) Stations and offices	80,551
(3) Staff quarters	66,798
(4) Station machinery	75,436
IX. Plant	59,585
XII. General charges	2,52,619
	22,81,683
Less credits ...	5,005
Total ...	22,76,678

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 26th June 1897, No. 1065 R.C.

I am directed to acknowledge the receipt of your letter No. 380 R., dated 27th May 1897, forwarding an abstract statement of the capital cost of the Gudur-Nellore section of the South Indian Railway amounting to Rs. 22,76,678, and remarking that this amount has been accepted as correct by the Engineer-in-Chief, Bezwada-Madras Railway.

2. With reference thereto, I am to invite attention to letter No. 2623 B., dated 6th May 1897, from the Engineer-in-Chief, Bezwada-Madras Railway, to the address of the Consulting Engineer for Railways, Madras, from which it appears that the Engineer-in-Chief, Bezwada-Madras Railway, is not altogether satisfied in regard to the amount charged under "Plant," and I am to say that it is desirable that this point should be cleared up before formal notice of the intended resumption by the Government of India of the Gudur-Nellore section is given under clause 8 of the contract and that the Government of Madras are authorized hereby to settle the matter.

3. I am further to request that the acceptance by the Board of Directors, South Indian Railway, of the proposals made by the Government of India in paragraph 3 of Public Works Department letter No. 533 R.C., dated 21st April 1896, may be obtained at an early date and that a copy may be furnished for the information of the Government of India.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 30th July 1897, No. 524 R.

In reply to your letter No. 1065 R.C., dated 26th June 1897, I am directed to forward copy of a letter No. 3057/330 B., dated 1st June 1897, from the Engineer-in-Chief, Bezwada-Madras Railway, in which he states that he has no objection to the Agent's valuation if it is considered a fair one by Government.

2. It appears from the correspondence that the amount Rs. 1,47,397 shown against plant for the whole section from Rénigunta to Nellore represents the value of articles actually consumed during construction, all tools and plant transferred to other lines having been credited to the section at their full value.

3. The work on the Gudur-Nellore section being very much heavier than on other portions of the line, it would not be equitable to charge the mileage proportion Rs. 42,620* as proposed by the Engineer-in-Chief, Bezwada-Madras Railway, since more plant would necessarily have been expended on the section with the heaviest works.

4. The Agent, South Indian Railway, and his Chief Engineer proposed, in the absence of records, to distribute the cost of plant over the two sections in proportion to the actual cost of each under all heads of estimate up to VIII. By this arrangement, the charge for plant against Gudur-Nellore section amounts to Rupees 58,842.†

---

* RS. $\frac{24}{83} \times 1{,}47{,}397 = 42{,}620.$

†

	RS.
Actual expenditure to head VIII on whole section	48,80,751
Actual expenditure on Gudur-Nellore section to head VIII	19,48,431
Actual of whole section for plant	1,47,397
Proportion for Gudur-Nellore section	19,48,431

$$\frac{19{,}48{,}431}{48{,}80{,}751} \times 1{,}47{,}397 = 58{,}842$$

5. This method of allocation appears to be fair and reasonable; and as the Engineer-in-Chief now raises no objection to it, and, as this Government is authorised to settle the matter, I am to inform you that the estimate amounting to Rs. 22,76,678 of the cost of the Gudur-Nellore section is accepted by this Government and to communicate its recommendation that formal notice of the intended resumption under clause 8 of the contract be now given.

6. With reference to paragraph 3 of your letter under reply, the Agent, South Indian Railway, has been reminded and requested to communicate early the acceptance of his Board of Directors.

Enclosure.

From the Engineer-in-Chief, Bezwada-Madras Railway, to the Consulting Engineer for Railways, dated Madras, 1st June 1897, No. 3057/330 B.

With reference to your No. 34 O of May 28th, forwarding copy of No. 547 of May 19th from the Agent, South Indian Railway, I have the honour to state that I raise no objection to the acceptance of the Agent's valuation if it is considered a fair one by the Government. I specially referred to the debit for "plant," because the records of the accounts of the expenditure on plant were burnt (*vide* paragraph 13 of my No. 2623 B. of May 6th).

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 6th August 1897, No. 535 R.

In continuation of my letter No. 524 R., dated 30th July 1897, I am directed to forward copy of a letter No. 772, dated 28th July 1897, received from the Agent, South Indian Railway, requesting that the South Indian Railway may be relieved of the capital cost of certain works at Nellore station which the Engineer-in-Chief, Bezwada-Madras Railway, has taken over. I am to request that the orders of the Government of India regarding the transaction may be communicated to this Government.

Enclosure.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 28th July 1897, No. 772.

Referring to correspondence ending with my letter No. 547, dated 19th May 1897, regarding the capital cost of the Gudur to Nellore section, I have the honour to inform you that, as the Engineer-in-Chief of the Bezwada-Madras Railway wished to take over a part of Nellore station, in order that the work of re-arranging the same to suit broad-gauge requirements might be proceeded with, it has been arranged that certain sidings, together with the passenger platform and a block of staff quarters, be handed over, on condition, this railway be relieved of the capital value of the same. This has been done and the Engineer-in-Chief has accepted the amount of Rs. 22,888 as representing the capital of the works, but on the necessary debit being raised against the Bezwada-Madras Railway, the Examiner of that line informs our Chief Auditor that the debit cannot be accepted until the sanction of the Government of India, which has been applied for, be accorded.

As it is important that the capital account of this railway be relieved of the amount in question before the accounts for the half-year ended 30th June 1897 are closed, I beg that the Government of India be addressed with a view of early orders being passed on the matter.

G.O., No. 604 R., dated 30th August 1897.

Read the following telegram from the Secretary to the Government of India, Public Works Department, Railway Branch, to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 25th August 1897, No. 1393 R.C:—

Your letter numbered and dated as follows, 535 R., 6th instant. Rs. 22,888 value of works at Nellore station taken over by Bezwada-Madras Railway may be adjusted in accounts for last half-year by debit to latter railway. Letter follows.

Order—No. 604 R., dated 30th August 1897.

Communicated to the Agent, South Indian Railway, with reference to his letter No. 772, dated 28th July 1897.

(True Extract.)

(Signed) F. D. FOWLER,
Under Secretary to Government.

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 30th August 1897, No. 1415 R.C.

In continuation of Public Works Department telegram, No. 1393 R.C., dated 25th August 1897, communicating the sanction of the Government of India to the South Indian Railway being relieved of the capital cost of the works at Nellore station, valued at Rs. 22,888, taken over by the Engineer-in-Chief, Bezwada-Madras Railway, and to the adjustment of the amount in the accounts for last half-year, I am directed to say that this amount will form part of the sum of Rs. 22,76,678 which will eventually be debited to the Bezwada-Madras Railway on account of the section from Nellore to Gudur.

From the Officiating Deputy Secretary to the Government of India, Public Works Department (Account—Railway), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 2nd September 1897, No. 456 A.R.

In continuation of Government of India, Public Works Department, letter No. 1415 R.C., dated 30th August 1897, I am directed to say that the Government of India have reduced the grant for capital outlay of the South Indian Railway for the current financial year by Rs. 23,000 by reason of the credit to be afforded by the Bezwada-Madras Railway for the works at Nellore taken over by that railway.

2. With this reduction the capital grant of the South Indian Railway for 1897–98 will stand at Rs. 4,77,000.

ORDER—No. 646 R., dated 11th September 1897.

Communicated to the Agent, South Indian Railway, for information.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Consulting Engineer for Railways.
" Agent, South Indian Railway.
" Examiner, Guaranteed Railway Accounts.
" Engineer-in-Chief, Bezwada-Madras Railway.

Exd. T. K. Narayana Aiyangar.

SERIAL
No. 2

All communications should be addressed to the Secretary.

(1)

No. 1231 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

1P

To

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

Simla, the 15th October 1895.

Sir,

Provision was made in the project estimate of the Bezvada-Madras railway, received with your No. 26 R., dated the 18th January 1895, for the acquisition and conversion to the standard gauge of the Gudur-Nellore section of the South Indian railway.

2. I am directed to enquire whether the Government of Madras have had any correspondence with the South Indian Railway authorities on the subject; and if not, to request that you will ascertain through the Agent whether his Company has any objection to offer to the junction with the Bezvada-Madras railway being fixed at Gudur and to the surrender of the metre gauge line from Gudur to Nellore, the South Indian railway being relieved of the capital cost of that section.

I have the honour to be,

Sir,

Your most obedient servant,

F. L. Hebbert

Under-Secretary.

Documents accompanying:-

Nil.

AW

P. W. CURRENT No. 8096

Recd: 21.10.95

P. W.
2201
1895

SERIAL
No. 4

South Indian Railway Company, Limited,
55, Gracechurch Street,

No. 161.

London, 6th *December*, 1895.

SIR,

Ord

I beg to acknowledge the receipt on 15th November of your letter No. 453, dated 29th October, 1895; and on 25th November of your No. 454, dated 5th November, together with the documents forwarded therewith.

4SP

INCORPORATION OF THE GUDUR TO NELLORE SECTION WITH THE PROPOSED BEZWADA-MADRAS RAILWAY.

With reference to the enquiry contained in Government of India letter No. 1,231 R.C. of 15th October, 1895, forwarded with your 453, the Contract of 24th November, 1890, provides, under clause 8, for the re-transfer to the Secretary of State of any part or parts of the undertaking as may be required by him, particularly the line of railway between Nellore and the nort-west line of the Madras Railway, or any part thereof.

The Board would prefer to release the entire length of line, 75½ miles, from Nellore to Renigunta Junction rather than the portion of it referred to in the letter above quoted, from Nellore to Gudur only, 24 miles. The traffic of the whole of the Nellore section—Pakala to Nellore, 108 miles—is only about Rs. 60 per mile per week, and there is a probability of this being considerably reduced by the loss of the traffic of Nellore, the only town of importance upon the section.

If the final arrangements of the Government preclude the taking over of the Renigunta-Nellore section in entirety, the Board would

Capt. A. D. G. Shelley, R.E.,
Agent,
South Indian Railway Company, Limited,
Trichinopoly.

P. W. CURRENT No. 8096

Recd: 21.10.95

P. W.
2201
1895

SERIAL
No. 4

South Indian Railway Company, Limited,
55, Gracechurch Street,

No. 161.

London, 6th *December*, 1895.

SIR,

Ord

I beg to acknowledge the receipt on 15th November of your letter No. 453, dated 29th October, 1895; and on 25th November of your No. 454, dated 5th November, together with the documents forwarded therewith.

4 S P

INCORPORATION OF THE GUDUR TO NELLORE SECTION WITH THE PROPOSED BEZWADA-MADRAS RAILWAY.

With reference to the enquiry contained in Government of India letter No. 1,231 R.C. of 15th October, 1895, forwarded with your 453, the Contract of 24th November, 1890, provides, under clause 8, for the re-transfer to the Secretary of State of any part or parts of the undertaking as may be required by him, particularly the line of railway between Nellore and the nort-west line of the Madras Railway, or any part thereof.

The Board would prefer to release the entire length of line, 75½ miles, from Nellore to Renigunta Junction rather than the portion of it referred to in the letter above quoted, from Nellore to Gudur only, 24 miles. The traffic of the whole of the Nellore section—Pakala to Nellore, 108 miles—is only about Rs. 60 per mile per week, and there is a probability of this being considerably reduced by the loss of the traffic of Nellore, the only town of importance upon the section.

If the final arrangements of the Government preclude the taking over of the Renigunta-Nellore section in entirety, the Board would

Capt. A. D. G. Shelley, R.E.,
Agent,
South Indian Railway Company, Limited,
Trichinopoly.

be glad to be informed whether, should the Company so desire, a third rail could not, on terms to be agreed, be laid, and running powers be granted, from Gudur to Nellore in order to retain the South Indian access to Nellore.

While thus giving expression to their views the Board do not desire to raise any objection to the proposal of the Government, and, if upon the consideration of these views, the Government think it desirable to take over only the Gudur-Nellore section the Board are willing to agree to its re-transfer.

Information is required as to how the cost of the Nellore Branch taken over from the State, viz., Rs. 62,226,218, is distributed over the three sections—

Tirupati to Renigunta.
Renigunta to Gudur.
Gudur to Nellore.

When forwarding this information the Board will be glad at the same time to receive your own views on the entire question.

RAILWAY POLICE.

The question of the cost of carriage of police, raised in Government of Madras Memo. 2,293, dated 26th September, 1895, forwarded with your No. 454, is referred to you for arrangement with the Government.

AGENCY.

Your telegram, "Agency eighteenth," was duly received on 20th November. By this it is understood that you took over charge from Mr. Logan, the Acting Agent, on Monday, the 18th November.

MR. C. E. CRIGHTON'S GUARANTEE.

In your letter No. 453 you state that Mr. Crighton has assigned to the Company Rs. 8,027 from the amount at his credit in the Provident Fund, and has paid Rs. 4,500 into the Guarantee Fund, thus bringing the amount of security to Rs. 12,527, as against £1,000 required from him; and you forward a request from Mr. Crighton that he may be allowed to make up the difference by further assignments from the Provident Fund as they accrue.

You are requested to inform Mr. Crighton that he should have complied with the instructions of the Board, conveyed in letter No. 152 of 24th May, 1895, by giving a Guarantee Policy for £500.

Under the circumstances, however, the Board will accept Rs. 15,000 as the equivalent of £1,000, the amount of guarantee required from this officer, the same ratio as was fixed in the case of the Chief Auditor, and Mr. Crighton is required to make up the difference of Rs. 2,473 by 31st March, 1896.

ENGLISH EXPENDITURE ON INDENTS IN HAND, DECEMBER 1st, 1895, TO MARCH 31st, 1896.

In compliance with the request in your letter 453, a telegram was sent to you on the 29th November as under—

> "Entrepot" (English expenditure on indents in hand,
> "December 1st to March 31st) "ten thousand pounds."

RE-CONSTRUCTION OF 25 3rd CLASS CARRIAGES.

The estimate of Rs. 60,025 for the cost of this work is sanctioned.

INDENT No. $\frac{33}{7}$.

This indent, forwarded with your No. 454, was received on the 25th November. You remark that "as the articles indented for are

ACCOUNTS.

The English Accounts for the month of November are enclosed in the book packet.

DRAWING.

Contract No. 376.—Copy of drawing No. 4,807 of Engine Lift is also enclosed in the book packet.

I am, Sir,

Your obedient Servant,

HENRY W. NOTMAN,

Managing Director.

---

3 P

R. Form No. 12.

(2)

No. 75 R

Government of Madras.

SERIAL No. 8

His Excellency the Governor.
Hon: Mr. Bliss, C.I.E.
Hon: Mr. Grose, C.I.E.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
CALCUTTA.

Madras, 29th January 1896.

Sir,

With reference to your letter No. 1231 R.C., dated 15th October 1895 and subsequent reminder, enquiring -- whether the South Indian Railway Company have any objection to offer to - the surrender of the Gudur-Nellore -- section with a view to its conversion and incorporation into the Bezwad-Madras Railway, I am directed to forward herewith an extract from letter No. 161 dated 6th December 1895, from the Managing Director in England embodying the views of the Board of Directors, South Indian Railway, on the question.

Extract marked in blue pencil

2. No reference being made to the junction being fixed at Gudur, it is assumed that the Railway Company -- have no suggestions to make.

3. I am to say that in the opinion of this Government, the Gudur junction is the most suitable one and there

appears

appears no necessity for the state to take over at present more than the 24 miles between Gudur and Nellore. The proposal of the Board of Directors -- that the South Indian Railway be allowed access to Nellore by laying a mixed -- gauge over this section is brought to the notice of the Government of India, as it appears to be an arrangement in the interests of the travelling public.

P.

Documents accomg:-
Extract from Bd's letter
referred to.
Fair desp'd in R Office
on 29.1.96

Bf-
No. 75 R. dated 29.1.96

W36(1 3/2

All communications should be addressed to the Secretary.

No. 533 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction

SERIAL No. 10

(3)

5 P

To

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

Simla, the 21st April 1896.

Sir,

I am directed to acknowledge the receipt of your letter No. 75 R., dated 29th January 1896 forwarding copy of a letter from the Board of Directors, South Indian Railway Company on the subject of the incorporation of the Gudur-Nellore Section of their railway with the standard gauge Bezvada-Madras railway.

2. The South Indian Railway Company

any offer no objection to the transfer of the Gudur-Nellore section, but ask to be informed whether should they so desire, a third rail could, on terms to be agreed upon, be laid, and running powers granted between Gudur and Nellore in order to enable the South Indian railway to retain access to Nellore.

3. In reply I am to say that in the absence of any evidence of commensurate public convenience, the Government of India think it undesirable to lay a third rail for a metre gauge train service on the main line of a great through standard gauge route between Calcutta and Madras, but they would be willing to concede to the South Indian Railway Company facilities for quoting through rates divisible in mileage proportion between

6 P

between the broad and metre gauge railways for all traffic booked between stations on the section from Gudur to Nellore and all stations on the South Indian railway.

4. I am to request that you will obtain from the Agent, South Indian Railway Company, a report on the capital value of the Gudur-Nellore Section, which should be considered in consultation with the Engineer-in-Chief, Bezvada-Madras railway and forwarded for the information of the Government of India.

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

EM
Copy to A for report
30/4

G. D. Anderson
Offg. Under Secretary

Documents accompanying.
-Nil-

AW

P. W. CURRENT No. 4045

Rec: 25-4-96

0L557

DAR

PWC No. 8277

SERIAL
No. 17

No. 1341 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction.

All communications should be addressed to the Secretary.

(4)

7P

To

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

Simla, the 9th September 1896.

Sir,

Remind
14/9

I am directed to invite your attention to Public Works Department letter No. 533 R.C., dated 21st April 1896, and to request that the submission of the report, called for therein, on the capital value of the Gudur Nellore section of the South Indian railway, which it is proposed to incorporate with the standard gauge Bezvada Madras railway, may be expedited.

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

G. A. Anderson

Offg. Under Secretary.

Documents accompanying :-
Nil.

R. Form No. 12.

8 P

18/-

(5)

No. 801. L

Government of Madras.

SERIAL No. 19

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla

~~Ooty~~, the 21st September 1896.

SIR,

With reference to your letter No: 1341 R.C. d/ 9 September 1896, calling for the report on the Capital value of the Guntur Nellore section of the S. I. Ry., I am directed to state that the matter is still under consideration.—

18/9

Documents accompanying:—

—Nil—

Despatched 22.9.96

CHECKED

25/9

25/9

B/
No. 801-R dated 24-9-96

SERIAL
No. 31

Public Works (1897) Department.

CURRENT No. 9

Order

Copy to Cml. S.M.R. and ask
when a decision as to Cap. value
of section will be arrived at

HT. 4/1

From

The Government of
India, P.W.D.

No. 1939 R-C

Dated 18th December 1896

Received 2.1.97

Enclosures

Spare copies

SUBJECT.

Report on the capital
value of the Gudur Nellore
section of S. I. Ry

Enquiring when the
________ may be
expected.

Communica

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

[illegible] communications should be addressed to the Secretary.

No. 1939 R.C.

9 P

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
Railway Construction.

(6)

To

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

Calcutta, the 18th December 1896.

Sir,

With reference to correspondence ending with your letter No. 801 R., dated 21st September 1896, I am directed to enquire when the Government of India may expect to receive the report on the capital value of the Gudur Nellore section of the South Indian Railway, which it is proposed to incorporate with the standard gauge Bezwada Madras Railway.

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

Under Secretary.

Documents accompanying:-
Nil.

R.L.

10 P

R. Form No. 12.

18/

No. 26 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL
No. 34

(7)

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta

~~Madras, the 14th Jany~~ 1897.

Sir,

In reply to your letter No. 1939 R.L. d 10/12/96 I am directed to inform you that the details of the transfer of Gudur - Nellore section of the S.I.R. have been settled with the exception of the item "Engineers tools and plant" which is still under correspondence between the ~~Engl~~ ~~Ben~~ Agent S.I.R. and the Engl M.R.
It is expected that a final agreement will be come to during the course of this month

HF 11/1/97

Documents accompanying:-
-Nil-

14.1.96

B/f

No. 26. R dated 14.1.97

SERIAL
No. 35

Public Works (1897) Department.

CURRENT No. 2061

Order

From
The Govt of India
P.W.D.

No. 291 RC

Dated 19th February 1897
Received 24.2.97
Enclosures
Spare copies

SUBJECT.

Gudur Nellore Section

Requesting to expedite the submission of the report on the Capital value of the — S.I. Ry.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

24/2/97

No. 291 R.C.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

11 P

Railway Construction.

(8)

To

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

Calcutta, the 19th February 1897.

Sir,

With reference to correspondence ending with your letter No.26 R., dated 14th January 1897, I am directed to request that the submission of the report on the capital value of the Gudur Nellore section, South Indian railway, may be expedited.

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

G. A. Anderson
Under Secretary.

Documents accompanying:-
Nil.

S.C.B

do from do

Communica

15 S.P

Gudur-Nellore Section of the

South Indian Railway.

Metre gauge. 24 miles.

Statement of capital cost, arranged by Account Heads.

Head of Account.	Expenditure
I Preliminary	14.168 ✓
II Land	24.479 ✓
III Formation (1) Earthwork	4.26.296 ✓
IV Bridgework	
(1) Large Bridges	6.80.108
(2) Minor Bridges	91.751
V. Fencing	
(1) Fencing	7.948
(2 & 3) Level crossings and mile and gradient posts	18.488
VII Ballast and P.W.	
(1) Ballast	51.339
(2) Permanent Way	4.31.117
VIII Station & Buildings	
(1) Stations & Offices	(?) ~~80.530~~ 80551
(3) Staff Quarters	66798
(4) Station Machinery	75436
IX Plant	59585
XII General charges	252619
	2281683
Less credits	5005
	2276678

P.R. Office. Complete & check. See that total comes right.

2/5

Communi

P. FORM No. 12.

13 P

No. 380 Rl

18/

Government of Madras.

SERIAL No. 47

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

(9)

Print with [illegible]

To

THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.
Simla.

Ootacamund, the 27th May 1897.

SIR,

With ref. to your letter No. 533 Rl. d. 21/4/96 and subsequent reminders, I am directed to forward an extract statement of the Capital Cost of the Guduv Nellore section of the S.I.R.

2. The total cost of the section is R 22,76,678, or R 94,860 per mile and ~~will be seen from the correspondence between the Agent S.I.R. and the Govt. B.P.W.~~ this amount has been accepted as correct by the Consg. Engr. B.M.R. ~~of the latter officer with the exception of a debit of R 58,842 for Plant which he considers excessive~~

3. ~~In reply to an enquiry made of the Consulting Engineer for the~~

do. from do.

Commun

~~the Chief Engr. S.I.R. has now explained how he has arrived at this figure (vide Enclosure to Agent's letter No. 547 d 19/5/97) I am to say recommend that the say that~~ ~~as the principle on which this figure has been arrived at appears to be correct I am desired ~~and~~ to recommend that the statement of capital cost of the Section R 22,76,678 ~~may~~ be accepted.~~

4. Under clause 8 of the contract between the Sec. State and the S.I.R. Co. the Co. is required to transfer any part of the undertaking at six months notice ~~for the rest first~~ ~~or actual~~ for the sum credited in the Cap. Acct. and stores and ~~shall~~ also to be transfer, if so required, a reasonable proportion of the rolling stock machinery, plant & stores of the undertaking at their fair value as agreed upon between the Sec. of State & the Ry. Co.

5 The Agent was accordingly asked if he ~~wished to~~ was able to utilize the p.way, girders & Station machinery of the Guntakal Bellary Section – ~~He stated~~ ~~in~~ His reply was to the effect ~~that~~ that he had no use for the p.way, girders & S.M. but would be glad to retain the rolling-stock pertaining to the Section.

R. FORM No. 12.

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

14 P

189 .

SIR,

~~he reports further~~ he also said that if any extensions of ~~the~~ his Co's. System are sanctioned it may be possible to utilize a certain amount of the p.way girders & S. machinery though the girders are not up to the new requirements of the Govt. of India.

6. It will be observed that the cost of Electric Telegraph has been omitted from the Statt. ~~a procedure which~~ and this is apparently in accord with ~~this works having been carried out at the cost of Govt.~~ precedent.

7. ~~The Agent has been requested~~ It is presumed that instructions will be issued direct from Govt. of India to the Ag. B.N.R. regarding the disposal of the girders, p.way & machinery taken over.

F.H. 22/5

SM I have consulted [illegible] the authority for this but I believe he's correct

Documents accompanying: Statement referred to

Despatched on 27.5.97

from do

Commu

380 R 21/ 27-5-97

Public Works (1897) Department.

CURRENT No. 6558

Order

From

The Govt of India

No. 1065 Re

Dated 26. 6. 97

Received 5. 7. 97

Enclosures

Spare copies

SUBJECT.

Goudur-Nellore Section

Passing orders in connection with the cost of the — of the S. I. Ry:

do from do ———

Communi

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

SERIAL No. 51

No. 1065 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

All communications should be addressed to the Secretary.

17P

(10)

To

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

Simla, the 26th June 1897.

Sir,

I am directed to acknowledge the receipt of your letter No.380 R., dated 27th May 1897, forwarding an abstract statement of the Capital cost of the Gudur-Nellore Section of the South Indian Railway amounting to Rs.22,76,678/- and remarking that this amount has been accepted as correct by the Engineer-in-Chief, Bezwada-Madras Railway.

SN 47

2. With reference thereto, I am to invite attention to letter No.B 2623 dated 6th May 1897, from the Engineer-in-Chief, Bezwada-Madras Railway to the address of the Consulting Engineer for Railways, Madras, from which it appears that the Engineer-in-Chief Bezwada Madras Railway is not altogether satisfied in regard to the amount charged under "Plant", and I am to say that it is desirable that this point should be cleared up before formal notice of the intended resumption by the Government of India of the Gudur-Nellore Section is given under clause 8 of the contract and that the Government of Madras are authorized hereby to settle the matter.

SN 43

3. I am further to request that the acceptance by the Board of Directors South Indian Railway of the proposals made by the Government of India in paragraph 3 of Public Works Department letter No.533 R.C., dated 21st April 1896 may

SN 10

may be obtained at an early date and that a copy may be furnished for the information of the Government of India.

I have the honour to be,

Sir,

Your most obedient servant,

G. A. Anderson

Under Secretary.

Documents accompanying:-

Nil.

EOR

OS. 279

S.A.

In your reply please quote the number and date of this letter.

No. B/3057/330

19 S.P.

SERIAL No. 49

From

THE ENGINEER-IN-CHIEF,

BEZWADA-MADRAS RAILWAY,

To

THE Consulting Engineer for Railways
to the Govt of Madras.
Ootacamund.

Dated Madras, the 12th ~~May~~ June 1897.

Sir,

With reference to your No. 34/0 of May 28th forwarding copy of No. 547 of May 19th from the Agent S. I. Ry I have the honor to state that I raise no objection to the acceptance of the Agent's valuation if it is considered a fair one by the Government. I specially referred to the debit for "Plant" because the records of the accounts of the expenditure on Plant were burnt (vide para 13 of my B/2623 of May 6th).

I have the honor to be,

Sir,

Your most obedient servant

J. Doyle

for Engineer-in-Chief

+ Case has gone down to Madras - 3/6/97

EOR

File

7.B.T. 3/6/97

3/6

1/6

Enclosures.

B. FORM No. 12.

18 P 18

No. ~~497~~ 524 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL
No. 56

(16)

To

THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.
Simla.

Ootacamund the ~~24th~~ 30th July 1897.

SIR,

in reply to your letter No. 1065 Rc d. 26/6/97 I am directed to forward copy of a letter No. $\frac{B.3057}{330}$ d 1/6/97 from the [illegible] B.M.R. in which he states that he has no objection to the Agent's valuation if it is considered a fair one by Govt.

2. It appears from the correspondence that the amount Rs 1,47,397 shown against Plant for the whole section from Renigunta to Nellore represents the value of articles actually consumed during construction, all tools and plant transferred to other lines having been credited to the section at their full value.

3. The work on the Gudur-Nellore Section being very much heavier than on other portions

Communica

of the line it would not be
equitable to charge the
mileage proportion Rs 42,620 ✕
as proposed by the Exd B.M.R.
Since more plant would
necessarily have been expended
on the section with the heaviest
works –

4. The Agent S.I.R. and his Chief Engineer proposed, in the absence of records, to distribute the cost of plant over the two sections in proportion to the actual cost of each under all heads of estimate up to VIII. By this arrangement the charge for plant against Gudur-Nellore section amounts to Rs 58,842 ⊗

5. This ~~arrangement~~ method of allocation appears to be fair and reasonable: and as the Exd now raises no objection to it, and as this Govt. is authorised to settle the matter I am to inform you that ~~recommend that the~~ the estimated amount of ~~Rs~~ 22.76.678 ~~for~~ of the cost of the Gudur-Nellore section is accepted by this Govt. and to communicate its recommendation that formal notice of the intended resumption under clause 8 of the contract be now given.

6. With ref. to para 3 of your letter under reply: the Agent S.I.R. has been reminded and requested to communicate early the acceptance of this B.M.R.

F.W. 9/7/97
F.M. 21/7/97

✕ $\frac{24}{88} \times 1,47,397 = 42,620$

B/o

No. ~~497~~ 524 B ~~R dated 24/7/97~~ 30-7-97

⊗ as in note:

	Rs
actual expenditure to head VIII on whole section	4,80,751
actual expenditure on Gudur-Nellore section to head VIII	19,48,431
Actual of whole section for Plant	1,47,397
Proportion for Gudur-Nellore section	$\frac{1948431}{4880751} \times 147397$
	= Rs 58842

Issue
F.W. 21/7

Documents accomp.
(1) Letter from A. S.I.R. No. 547/97 19.5.97 with enclosure
(2) Letter from Exd. B.M.R. No. B. 3057/330 of 1/6/97

Despatched on 30/7/97

SERIAL No. 55

No. 772 **South Indian Railway Co., Ld.**
AGENT'S OFFICE,
Trichinopoly, 28th July 1897. T.

22 S.P.

From
THE AGENT,
SOUTH INDIAN RAILWAY,

To
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

8 No 46

Sir,

Referring to correspondence ending with my letter No. 547 –
dated 19th May 1897 regarding the Capital Cost of the Gudur to Nellore –
Section I have the honor to inform you that as the Engineer-in-Chief of
the Bezwada-Madras Railway wished to take over a part of Nellore
Station, in order that the work of re-arranging the same to suit broad
gauge requirements might be proceeded with, it has been arranged that
certain sidings, together with the passenger platform and a block of Staff
Quarters, be handed over, on condition, this Railway be relieved of the Capi-
-tal value of the same. This has been done and the Engineer-in-Chief has
accepted the amount of Rs 22,888/- as representing the Capital of the works,
but on the necessary debit being raised against the Bezwada-Madras Rail-
-way the Examiner of that line informs our Chief Auditor that the debit
cannot be accepted until the sanction of the Government of India, which
has been applied for, be accorded.

As it is important that the Capital Account of this Railway
be relieved of the amount in question before the Accounts for the half
year ended 30th June 1897 are closed, I beg that the Government of
India be addressed with a view of early orders being passed on the
matter.

I have the honor to be
Sir
Your most obedient servant
W. Le Mesurier
for Agent

of the line it would not be
Equitable to charge the

No. 3278
Dated 29/7/97

772

4.

5.

6.

From
The Agent,
South Indian Railway,
Trichinopoly

To
The Consulting Engineer for
Railways,
Madras.

Dated 189
Received No.
Enclosure.

R. Form No. 12.

SERIAL
No. 57

No. 535-R

Examiner,
Regr. No
3 - AUG. 1897
Enclosures
Railway Accounts, Madras.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

218

(11)

To

The Secy. to the Govt. of India,
P. W. Department,
Simla.

Ootacamund the 6th Aug 1897.

Sir,

in continuation of my letter No. 524 R d. 30/7/97 I am directed to forward Copy of a letter No. 772 d 28/7/97 recd. from the Agent S.I.R. requesting that the S.I.Ry. may be relieved of the capital cost of certain works at Vellore Station which the Civil Depart. has taken over. I am to request that the orders of the Govt. of India regarding the transaction may be communicated to this Govt.

3/8/97

CR before issue

C.R. 3/8/97

Documents accompanying:-
Copy of letter from Agent, S.I.Ry. No. 772 of 28/7/97 referred to.

Bf

No. 535-R dated 6.8.97.

Public Works (1897) Department.

CURRENT No. 8564

SERIAL No. 58

(12)

25 P

Bf

From Govt. of India

Order No. 604-R dated 30/8/97

Communicated to the Agent S. I. Ry with reference to his letter No. 772, dated 28th July 1897.

27/8/97

FMS 30/8/97

Telegram No. 1393 R.C

Dated 25th August 1897.

Received 26/8/97 27.8.97

Registered —o—

Enclosures

Spare copies

SUBJECT.

Works at Nellore station.

Stating that Rs 22,888 value of ——— taken over by Bezwada-Madras Railway may be adjusted in accounts for last half year by debit to latter Railway.

Agent S. I. Ry
Exr. G. Ry Accts.
Engr in Chief B. M. Ry

1/9/97

FMS 30/8/97

27/8/97 o.S. 460

4568-R. of 2 Sept 97

do. from do.

Commun

of the line would not be

BACK PAPERS.	
No.	Date.

FURTHER PAPERS.	
No.	Date.

T—14.

Class.	INDIAN TELEGRAPH.	Monthly Local No. 593

24P

To Madras Triplicane Station

From Simla Station

Words.	Day.	Hour.	Minute.	Official Instruction.
Fifty	25	17	0	Sfs.

To (Person) Works Railway

From (Person) Works.

1393 R C appertaining (1)
Serial 57 335 R [illegible] (2)
Rupees 72888 value
of works at Nellore
station taken over
by Bezwada Madras
Railway may be
adjusted in accounts
for last half year
by debit to latter
Railway letter follows

(1) your letter numbered and dated as follows
(2) 6th instant

TRIPLICANE 25 AU. 97

Recd. from L. N.
At Hrs. Mts. By

Sent to L. N.
At Hrs. Mts. By

Department.

NT No. 8953

SERIAL No. 59

s'ovt of India

No. 1415 R C

0th August 1897

6-9-97

8

SUBJECT.

Gudur - Nellore Section

—

Informing that the capital cost of the works at Nellore station taken over by the Engr in ch B. M. Ry will form part of the sum of Rs 2276678-0-0 which will eventually be debited to the B. M. Ry on a/c of the ——

05.497

From P.W. Deptt: —— 456 A.R. of 2 Sept 97

do from do ——

Communica

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No.1415 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction.

All communications should be addressed to the Secretary.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
6 SEP 1897
MADRAS.

26 P

(13)

To

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

Simla, the 30th August 1897.

Sir,

In continuation of Public Works Department telegram No.1393 R.C., dated 25th August 1897, communicating the sanction of the Government of India to the South Indian railway being relieved of the Capital cost of the works at Nellore Station, valued at Rs.22,888-0-0, taken over by the Engineer-in-Chief, Bezwada-Madras railway, and to the adjustment of the amount in the accounts for last half year I am directed to say that this amount will form part of the sum of Rs.22,76,678-0-0 which will eventually be debited to the Bezwada-Madras railway on account of the section from Nellore to Gudur.

S.56

I have the honour to be,
Sir,
Your most obedient servant.

E A Anderson
Under Secretary.

Documents accompanying.
Nil.

K.P.G.

Indn P.W. Dept: — 1 — 456 A.R. of 2d Septr 97
do. — do. — Communi

Public Works (1897) Department.

CURRENT No. 9315

(14)

27

From Govt. of India

Order

No. 456-AR

Dated 2nd September 1897

Received
Registered } 18-9-97

Enclosures

Spare copies

SUBJECT.

Capital outlay of the S I Ry

Stating that the Govt. of India have reduced the grant for ________ for the current financial year by Rs 23,000 by reason of the credit to be afforded by the S M. Ry for the works at Nellore taken over by that Railway.

Letter from the Govt of India P.W.D. Deptt: } ... 1415 R.C. d 30-do
do from do ... 456 A.R. d 2d Sepr 97

Communica

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

All communications should be addressed to the Secretary.

No. 450-AR

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
ACCOUNT.
Railway

2 8 P

TO

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department,
Railway Branch

Simla the 2nd September 1897

SIR,

In continuation of Government of India Public Works Department letter No. 1415-R/C dated 30th August 1897, I am directed to say that the Government of India have reduced the grant for capital outlay of the South Indian Railway for the current financial year by Rupees 23,000/ by reason of the credit to be afforded by the Bezwada-Madras Railway for the works at Nellore taken over by that Railway.

2. With this reduction the capital grant of the South Indian Railway for 1897-98 will stand at Rupees 4,77,000/

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

CRRiches

Offg. Dy. Secy. to the Govt. of India

Documents accompanying:-
Nil

Md 2.9.97

Letter fro
Govt. P.W. Deptt:
from do.

Commun

BAC

No.

FURTHER PAPERS.

A

No. 646. R dated 11.9.97.

Public Works Department,
Railway ~~Irrigation~~ Branch.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

(1)

Under date the

Read the following

Letter from the Govt. of P.W. Deptt.	H.E. No. 1231 R.C. of 15th Octr. 95
Reminder from do	H.E. No. 1231/1 R.C. of 20th Decr. 95
Letter to do with enclosure	75 R of 29th Jany. 96
Letter from do	533 R.C. of 21st April 96
Letter from do	1341 R.C. of 9th Septr. 96
Letter to do	801 R of 21st do
Letter from do	1939 R.C. of 18th Decr. 96
Letter to do	26 R of 14th Jany 97
Letter from do	291 R.C. of 19th Feby 97
Reminder from do	291/1 R.C. of 13th April 97
Letter to do	380 R of 27th May 97
Letter from do with enclos. ~~with enclosure~~	1065 R.C. of 26th June 97
Letter to the Govt. of India with enclosures	524 R of 30th July 97
Letter to the do	535 R of 6th Augt 97
Procs. of the Madras Govt. M.O. Deptt.	604 R of 30th do
Letter from the Govt. of India P.W. Deptt.	1415 R.C. of 30th do
Letter from do	456 A.R. of 2nd Septr 97

Print

12 S.P.

Communica

BAC

No.

FURTHER PAPERS.

29P

Communicated to the Agent, South Indian Railway for information.

FRS
R
9/9/97

Despatcher

Please send printed copies (when received) to A, [illegible] & CR.

RS
11/9/97

To
The Consg. Engr. for Rys
" - Agent S. I. Ry. Despatched 11/9/97
" - Engr. G. of Ry. bcc. Despd. 18/9/97
" - Engr.-in-Chief, [illegible] Ry. Despatched 11/9/97

E. I. Form No. 1—1,000—2-2-97.