Public Works (1897) Department.

G.O., No. 751 R

DATED 30. Septr 1897

7/10/97

[Despatch Abstract.]

Third Class Carriages: Govt of India Sanction
to the estimate of Rs. 195,983 for the construction
of 46 new and additional — Comt to the
Agent & Manager, Madras Railway.

90/3

W
6 w.s. 7

P.W. 26.
1,000—9-11-96

Indexed. 6/10/97

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	481-2	R-B.	20-7-97				

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. 751 R., 30th September 1897.

SEPTEMBER.

Third Class Carriages

Government of India sanction to the estimate of Rs. 1,95,983 for the construction of 46 new and additional —, communicated to the Agent and Manager, Madras Railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., No. 481 R., dated 20th July 1897.

Read—the following papers :—

From the Agent and Manager, Madras Railway, dated 26th June 1897, No. E. 661/605.

From the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated 3rd July 1897, No. I. 200/626.

With reference to your letter, No. 2214 of the 2nd instant, I have the honour to forward herewith, in duplicate, an estimate for the construction of 46 new and additional third-class carriages, and to request that the sanction of Government may be conveyed to me for the required outlay Rs. 1,95,983 chargeable to Capital.

2. The necessity for these carriages is explained in the enclosed copy of letter, No. A. 3/90247/29173 of the 23rd March last, from the Company's Acting Traffic Manager.

3. An extract paragraph 14 from the Board's letter, No. 951, dated 9th April last, approving of this work, is enclosed for your information.

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

5. It is requested that sanction to the indent may be communicated at an early date.

Enclosures.

From the Acting Traffic Manager, Madras Railway, to the Acting Agent and Manager, Madras Railway, Rayapuram, dated 23rd March 1897, No. A. 3/90247/29173.

[Your No. E., 535/2577 of 9th March 1897].

In this office letter No. A. 3/90247 of 21st March 1896, sanction to the provision of 46 additional third-class carriages was asked for on the grounds of the increase in the numbers of 3rd-class passengers to be carried since the last addition to the stock, in 1889, the increased number of trains upon which third-class carriages have now to be hauled, and the impossibility, with the present stock, of meeting on the one side the requirements of feast and other special traffic and on the other the demands of the Locomotive department for the vehicles to be taken into the works for periodical examination and repairs.

2. In paragraph 19 of the Secretary's letter, No. 948, dated 29th January 1897, the Board express some doubt as to the necessity for so large a number as is asked for on the ground that, if 350 carriages were sufficient for over 10 million passengers in 1894, a smaller addition to the stock should be sufficient to meet the demands of the traffic which is not likely in the near future to much exceed 10 millions of passengers per annum.

3. I beg, however, to point out that we did not carry the 10¼ millions of passengers of 1894 in the 350 vehicles which form our sanctioned stock. In the first place we have, for some time, had 28 (now reduced to 25) carriages running (*vide* footnote G. of Form XII of the half-yearly accounts) as a temporary addition to the sanctioned equipment. It has only been the possession of these extra vehicles which has enabled us to put off the present demand so long. They will all be broken up within the next year or two, and thus more than half of the extra stock asked for will really go to replace vehicles, of which we have been in virtual possession for several years past.

4. In 1885 we had third-class carriages running on 25 regular trains, and to these trains were allotted 149 third-class carriages, leaving 151 spare vehicles for feast trains, repairs, periodical examination, and strengthening regular trains in times of pressure. Under our present time-table we have 45 regular trains for which we require 247 third-class carriages, leaving only 103 spare vehicles for the purposes above mentioned. This, of course, is not sufficient and we have only been able to meet demands to some extent by the use of the 28 additional temporary vehicles above mentioned. Any proposal to reduce the vehicles attached to trains is to be deprecated, as it is well known that the steady increase in the third-class traffic has been due to our policy of providing the amplest facilities possible for passengers to travel.

5. For the recent Tiruvottiyur feast we required four trains or 100 third-class carriages. We were only able to make up this number by utilizing every spare second, by reducing temporarily the minimum numbers on trains, withdrawing all spare stock from stations and withholding vehicles due at Perambúr Works for periodical examination. At the same time the Karamadai feast on the Nilgiri Branch occurred, and the passengers had to be carried entirely in covered goods wagons, and goods wagons had also to be utilized on the Bangalore Branch for the Gold Fields market traffic which occurs every fortnight, and can hardly, therefore, be called abnormal. It may further be pointed out that to collect stock in this manner from all over the line and to redistribute it entails heavy haulage charges. For economical working any two neighbouring districts should be able to meet the maximum demand of either of them.

6. Last month the Locomotive Superintendent's return showed 117 third-class carriages required for periodical examination, of which 82 were overdue.

7. The proportion required for repairs is ordinarily 12½ per cent. of the entire stock. The arrears in this respect are steadily increasing, and, in spite of all our efforts, I do not anticipate being able materially to reduce them until some of the new stock asked for has been turned out.

8. I trust that, after the above explanations, the Board will not consider the number of vehicles asked for excessive.

Extract from a letter from the Secretary, Madras Railway Company, No. 951, dated London, 9th April 1897.

Estimate for 46 third-class carriages approved.

Paragraph 14.—Replying to paragraph 4 of No. 2299, I am to convey the Board's approval of your submitting, for the sanction of Government, the estimate amounting to Rs. 1,95,983 of the cost of 46 third-class carriages.

From the Agent and Manager, Madras Railway, dated 10th July 1897, No. E. 600/648.

Order—No. 481 R., dated 20th July 1897.

Ordered that the Government of India be addressed.

(True Extract.)

(Signed) F. D. FOWLER,
Offg. Joint Secy. to Govt.,
Railway Branch.

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, Simla, dated Ootacamund, 20th July 1897, No. 482 R.

I am directed to forward, herewith, the following estimates which the Agent and Manager, Madras Railway, has submitted to this Government for sanction :—

(i) Rs. 3,551 chargeable in the proportion of Rs. 2,909 to Capital and Rupees 642 to Revenue for raising and increasing the capacity of the locomotive tank at Bowringpet.

(ii) Rs. 5,960 chargeable to Capital for fitting automatic vacuum brake gear to six new engines and tenders.

(iii) Rs. 1,95,983 chargeable to Capital for the construction of 46 new and additional third-class carriages.

The necessity for these carriages is explained in the accompanying copy of letter, No. A. 3/90247/29173, dated 23rd March 1897, and the Board's approval for the submission of this estimate has been obtained in the enclosed extract from letter, No. 951, dated 9th April 1897.

2. The first two estimates are, respectively, within the Consulting Engineer's and Local Government's ordinary powers of sanction, and the third requires the sanction of the Government of India; but they are submitted with reference to the instructions conveyed in your telegram, No. 106 A.G., dated 19th June 1897.

3. As there is, however, some doubt as to whether the orders communicated in the above telegram apply in their full stringency to the case of the Madras Railway, I am to enquire whether it is necessary for this Government to submit all estimates for new works on the Madras Railway for the sanction of the Government of India.

G.O., No. 650 R., dated 16th September 1897.
From the Agent and Manager, Madras Railway, dated 19th August 1897, No. E. 535/803.

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 August 1897, No. 1398 R.C.

I am directed to acknowledge the receipt of your letter, No. 482 R., dated the 20th July 1897, submitting, for the sanction of the Government of India, the following estimates:—

(i) Rs. 3,551 chargeable in the proportion of Rs. 2,909 to Capital and Rupees 642 to Revenue for raising and increasing the capacity of the locomotive tank at Bowringpet.

(ii) Rs. 5,960 chargeable to Capital for fitting automatic vacuum brake gear to six new engines and tenders.

(iii) Rs. 1,95,983 chargeable to Capital for the construction of 46 new and additional third-class carriages.

You explain that the first two estimates are, respectively, within the Consulting Engineer's and Local Government's powers of sanction, but that, as there is some doubt as to whether the orders of the Government of India for the restriction of capital expenditure conveyed in the telegram, No. 106 A.G., dated the 19th June 1897, apply in their full stringency to the case of the Madras Railway, you enquire whether it is necessary to submit all estimates for new works on the Madras Railway for the sanction of the Government of India.

2. With reference thereto, I am to explain that it was not intended that the orders of the Government of India for the restriction of expenditure should be rigidly adhered to in the case of urgent works, particularly such as involve only a small cash expenditure, and I am to say that it is desired that the Madras Government should use its own discretion as to what works are really urgent and only sanction such as are necessary for the safe and economical working of the line, all others being deferred until after the 30th November 1897.

3. With regard to the estimate (iii) amounting to Rs. 1,95,983, for the construction of 46 new and additional third-class carriages, I am to convey the sanction of the Government of India thereto, and to say that the allocation of the amount to Capital is accepted on the assumption that the 25 obsolete second-class carriages have already been replaced at the cost of Revenue.

4. The sanction accorded in paragraph 3 has been registered as No. 6 Madras Railway of 1897.

5. The estimates (i) and (ii) referred to in paragraph 1 are returned herewith.

From the Agent and Manager, Madras Railway, dated 18th September 1897, No. E. 535/B. 903.

Telegram from the Officiating Consulting Engineer for Railways, Madras, to the Agent and Manager, Madras Railway, dated 27th September 1897, No. 84 C.

Your letter, 18th September. Wire me probable expenditure in actual cash before end December on 46 thirds if estimate is now sanctioned.

Telegram from the Agent and Manager, Madras Railway, to the Officiating Consulting Engineer for Railways, Ootacamund, dated Rayapuram, 28th September 1897.

No cash expenditure on thirds probably until after December.

ORDER—No. 751 R., dated 30th September 1897.

The sanction conveyed in paragraph 3 of the Government of India letter read above will be communicated to the Agent and Manager, Madras Railway.

2. This sanction has been registered as No. 22 R. of 1897–98.

(True Extract.)

Under Secretary to Government,
Railway Branch.

To the Consulting Engineer for Railways.
,, Agent and Manager, Madras Railway.
,, Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

No. A3/90247
29173

Print

Madras Railway Company
Traffic Manager's Office
Madras 23rd March 1897

The Ag. Agent & Manager
Rayapuram

3 s P

Dear Sir,

Additional III Class carriages

Your No. E $\frac{535}{2577}$ of 9th March 1897

In this office letter No. A 3/90247 of 21st March 1896 sanction to the provision of 46 additional III Class carriages was asked for on the grounds of the increase in the numbers of III Class passengers to be carried since the last addition to the stock in 1889, the increased number of trains upon which III Class carriages have now to be hauled, and the impossibility, with the present stock, of meeting on the one side the requirements of feast and other special traffic and on the other the demands of the Locomotive Department for the vehicles to be taken into the works for periodical examination and repairs.

2. In para. 19 of the Secretary's letter No 948 dated 29th January 1897 the Board express some doubt as to the necessity for so large a number as is asked for on the ground that if 350 carriages were sufficient for over 10 million passengers in 1894, a smaller addition to the stock should be sufficient to meet the demands of the traffic which is not likely in the near future to much exceed 10 millions of passengers per annum.

3. I beg however to point out that we did not carry the 10¼ million of passengers of 1894 in the 350 vehicles which form our sanctioned stock. In the first place we have for some time had 28 (now reduced to 25) carriages running (vide foot-note G of Form XII of the half yearly accounts) as a temporary addition to the sanctioned equipment. It has only been the possession of

these extra vehicles which has enabled us to put off the present demand so long. They will all be broken up within the next year or two and thus more than half of the extra stock asked for will really go to replace, vehicles of which we have been in virtual possession for several years past.

4. In 1885 we had III class carriages running on 25 regular trains and to these trains were allotted 149 III class carriages leaving 151 spare vehicles for feast trains, repairs, periodical examination, and strengthening regular trains in times of pressure. Under our present time-table we have 45 regular trains for which we require 247 III class carriages leaving only 103 spare vehicles for the purposes above mentioned. This of course is not sufficient and we have only been able to meet demands to some extent by the use of the 28 additional temporary vehicles above mentioned. Any proposal to reduce the vehicles

attached to trains is to be deprecated as it is well known that the steady increase in the III Class traffic has been due to our policy of providing the amplest facilities possible for passengers to travel.-

5. For the recent Tiruvottiyur feast we required 4 trains or 100 III class carriages. We were only able to make up this number by utilising every spare second, by reducing temporarily the minimum numbers on trains, withdrawing all spare stock from stations and withholding vehicles due at Perambur Works for periodical examination. At the same time the Karamadai feast on the Nilgiri Branch occurred and the passengers had to be carried entirely in covered goods wagons, and goods wagons had also to be utilised on the Bangalore Branch for the Gold Fields market traffic which occurs every fortnight and can hardly, therefore, be called abnormal. It may further be pointed

S.P

pointed out that to collect stock in this manner from all over the line and to redistribute it entails heavy haulage charges. For economical working any two neighbouring districts should be able to meet the maximum demand of either of them.

6. Last month the Locomotive Superintendent's return showed 117 III Class carriages required for periodical examination of which 82 were overdue.

7. The proportion required for repairs is ordinarily 12½% of the entire stock. The arrears in this respect are steadily increasing and in spite of all our efforts I do not anticipate being able materially to reduce them until some of the new stock asked for has been turned out.

8. I trust that after the above explanations the

Board

8 S.P

Board will not consider the number of vehicles asked for excessive.

Yours faithfully
(sd) D. Ross-Johnson
Ag Traffic Manager

(True Copy)

for Ag Agent & Manager

3 No. 2881 of 1897
626-1 3-7-97
From Am

Print

9 S.P.

Extract from a letter from the Secretary Madras Railway Company No. 951 dated London the 9th April 1897.

Estimate for 46 III Class carriages approved.

Para: 14. Replying to paragraph 4 of No. 2299, I am to convey the Board's approval of your submitting for the sanction of Government the estimate amounting to Rs 1,95,983 of the cost of forty six third class carriages

True Extract,

RL Pearall

for Ag. Agent & Manager

Enc. No. 2 to [illegible] No. 2882 1897
Letter No. 626 | 3.7.97
From Am

2P

(A. & M. 1.) No. I200
626

Print

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 3rd July 1897

From

The Ag: Agent and Manager.
Madras Railway.

To

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to your letter No. 2214 of the 2nd instant, I have the honor to forward, herewith, in duplicate, an Estimate for the construction of 46 new and additional third class carriages and to request that the sanction of Government may be conveyed to me for the required outlay Rs 1,95,983 chargeable to Capital.

2. The necessity for these carriages is explained in the enclosed copy of letter No. A3/90247/29173 of the 23rd March last from the Company's Ag Traffic Manager.

No. 2882
Recd. 5/7/97

MADRAS RAILWAY.

From
The Agent and Manager,

To
The Consulting Engineer
for Railways.

Dated

Recd.

No.

O.S. 287

Form No. 21.
500—7-1-97.

(3) [illegible] 46 3rd class carriages

Office of the Consulting Engineer for Railways,
Madras, 5th July 1897.

EXAMINER, ACCOUNTS, MADRAS.
Nos 405

To be brought up after Govt. of India
Sanc. [illegible]

not to be printed

No. 2226.

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. 9200/626 dated 3rd July 1897, forwarded to the Examiner of Railway Accounts for check as to allocation and budget provision.

for E. R.

This must wait upp for
Allocation Serial 29.

E.R. in a note [illegible] I think that no [illegible] be passed that [illegible] want to see the order [illegible] which was [illegible] J.H.H. 13/7/97

EXAMINER'S REPLY.

The estimate is correct as to allocation & requires the sanction of the Govt. of India.

Funds are available from Schedule B of the Budget for 1897-98

E. Wallace
C.R. 7/7/97

J.H.H. 8/7

7.7.97

D.1. Please [illegible] case. J.H. 9/7

[illegible]

(R.) Form No. 3.

Print

B

18/p

No. 481. R. dated 20/7/97

P. W. DEPARTMENT.

Railway Branch

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Indite

Letter from the Agent & Manager Madras Ry } No. $\frac{E661}{605}$ d/ 26 June 1897

1. S. P.

Print in full with enclosures

Letter from do — „ — „ — $\frac{1200}{626}$ d/ 3rd July 1897

Indite

Letter from do — „ — „ — $\frac{E600}{648}$ d/ 10 July 1897

10 S. P.

11 P

Ordered that the Government of India be addressed.—

16/7/97

D.R.

R

23/7

To

The Agent & Man. M. Ry }

„ Cons. Engr G. Ry. accts }

Desp'd 26.7.97

P.T.O

R. Form No. 12.

Print

18/e

124 P

1

No. 482 R

Government of Madras. ~~123 P~~

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

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

Ootacamund, the 20th July 1897.

SIR,

I am directed to forward herewith the following estimates which the Agent and Manager, Madras Railway has submitted to this Government for sanction.

i. Rs. 3551 chargeable in the proportion of Rs 2909 to Capital and Rs 642 to Revenue for raising + increasing the capacity of the Locomotive tank at Bowringpet.

ii. Rs 5960 chargeable to Capital for fitting Automatic Vacuum Brake gear to 6 new engines + tenders.

iii. Rs 1,95,983 chargeable to Capital for the construction

of

5,000—14-11-85.

R. Form No. 12.

Print

18/

No. 482 R

Government of Madras. [illegible]

124 P

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

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

Ootacamund, the 20th July 1897.

SIR,

I am directed to forward herewith the following estimates which the Agent and Manager, Madras Railway has submitted to this Government for sanction.

i. Rs. 3551 chargeable in the proportion of Rs 2909 to Capital and Rs 642 to Revenue for raising & increasing the capacity of the Locomotive tank at Bowringpet.

ii. Rs 5,960 chargeable to Capital for fitting Automatic Vacuum Brake gear to 6 new engines & tenders.

iii. Rs 1,95,983 chargeable to Capital for the construction of 46 new additional third class carriages.—

The necessity for these carriages is explained in the accompanying copy of letter No. A3/90,247 29,173 dated 23rd March 1897 & the Board's approval for the submission of this estimate has been obtained in the enclosed extract from letter No. 951 of 9th April 1897.—

2. The first two estimates are respectively within the Consulting Engineer's & Local Govt's ordinary powers of sanction & the third requires the sanction of the Government of India; but they are submitted with reference to the instructions conveyed in your telegram No. 106 A.G. of 19th June 1897.

3. As there is however some doubt as to whether the orders communicated in the above telegram apply in their full stringency to the case of the Madras Ry, I am to enquire whether it is necessary for this Govt: to submit all estimates for new works on the Madras Ry for the sanction of the Govt of India

R/c No. 481/482 R dated 20.7.97.

Documents accompanying:
(1) 3. Estimates referred to
(2) Letter from the Traffic Manager, M.Ry, &c and Extract from Bd's letter

20.7.97

16/7/97

(No. 11.) No. 8535/803

5,000—14-11-85.

MADRAS RAILWAY.

~~754~~ 751

AGENT AND MANAGER'S OFFICE,
MADRAS, 19th August 1897

SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
20 AUG. 1897

From
The Ag. Agent and Manager.
M. R. Co.

To
The Consulting Engineer for Railways.
Madras.

SIR,

With reference to G.O. No. 481 R, dated 20th July 1897, I have the honor to request that the sanction of the Government of India to the indent and estimate submitted in connection with the construction of 46 additional third class carriages may be communicated to me at an early date.

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

Ag. Agent & Manager.

Await reply from India

23/8

a No. 3636
Recd. 20/8/97

19th August 97

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

No. 49 Ry. R.C.

Dated
Recd.

No.
Madras
188

With reference to L. No. 2181 R dated 20th July 1897. I have the honour to request that the decision of the Government of India to the indent and estimate submitted in connection with the construction of 26 additional third class carriages may be communicated to me at an early date.

I have the honour to be,
Sir,
Your most obdt. Servant,

Ag. Agent & Manager.

Public Works (1897) Department.

CURRENT No. 8771

Action taken with reference to estimates that have been lying over pending reply from India

From

The Govt of India

Order

No. 1398 R.C.

Dated 26. 8. 97

Received 1. 9. 97

Registered 1. 9. 97

Enclosures 6

Spare copies

SUBJECT.

Estimates for new works on the Madras Ry

Passing orders on the Enquiry as to whether the orders of the G of I for the restriction of Capital Expenditure, should be applied in their full Stringency to the Cases of —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No. 1398 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

All communications should be addressed to the Secretary.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
1 SEP 1897

To

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

13 P

Simla, the 26th August 1897.

Sir,

Reg 4

I am directed to acknowledge the receipt of your letter No.482 R., dated the 20th July 1897, submitting for the sanction of the Government of India the following estimates:-

(i) Rs.3551 chargeable in the proportion of Rs.2909 to Capital and Rs.642 to Revenue for raising and increasing the capacity of the Locomotive tank at Bowringpet.

(ii) Rs.5,960 chargeable to Capital for fitting Automatic Vacuum Brake gear to 6 new Engines and tenders.

(iii) Rs.1,95,963 chargeable to Capital for the construction of 46 new and additional third class carriages.

You explain that the first two estimates are respectively within the Consulting Engineer's and Local Government's powers of sanction but that as there is some doubt as to whether the orders of the Government of India for the restriction of Capital expenditure conveyed in the telegram No.106 A.G., dated the 19th June 1897 apply in their full stringency to the case of the Madras Railway, you enquire whether it is necessary to submit all estimates for new works on the Madras Railway for the sanction of the Government of India.

Reg 3.

2. With reference thereto, I am to explain that it was

not intended that the orders of the Government of India for the restriction of expenditure should be rigidly adhered to in the case of urgent works, particularly such as involve only a small cash expenditure, and I am to say that it is desired that the Madras Government should use its own discretion as to what works are really urgent and only sanction such as are necessary for the safe and economical working of the line, all others being deferred until after the 30th November 1897.

3. With regard to the estimate (iii) amounting to Rs.1,95,983 for the construction of 46 new and additional third class carriages, I am to convey the sanction of the Government of India thereto, and to say that the allocation of the amount to Capital is accepted on the assumption that the 25 obsolete second class carriages have already been replaced at the cost of Revenue.

4. The sanction accorded in paragraph 3 has been registered as No.6, Madras Railway of 1897.

5. The estimates (i) and (ii) referred to in paragraph 1 are returned herewith.

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

G A Anderson
Under Secretary.

Documents accompanying:-
Estimates (i) and (ii) referred to.

S.A.

(No. II.) 5,000—1

No. E.535/B.903

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18th September 1897.

RECEIVED
20 SEP 1897
CONSULTING ENGINEER FOR RAILWAYS
MADRAS.

From
The Ag. Agent and Manager.
Madras Railway Coy.

To
The Consulting Engineer for Railways.
Madras.

SIR,

In continuation of my letter no E.535/803 dated the 19th ultimo, I have the honour to request that you will kindly press the Government of India for a reply to this office letter no D.200/626 dated the 3rd July '97, regarding the estimate for 46 third class Carriages as the vehicles are urgently required.

I have the honour to be,
Sir,
Your most obedient Servant
Harry C West
Ag. Agent & Manager.

Enc.
nil.

C. No. 4087
Recd. 20/9/97

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

No.
Dated 188
Recd.

Ry Dº

1,000—5-3-96.
Form No. 20.

TELEGRAM ~~Urgent~~ Ordinary ~~Deferred~~

180

From E.R.
To A.M.

84 C/ Your letter eighteenth September wire me probable expenditure in actual cash before end December on 46 thirds if estimate is now sanctioned.-

Telegram despd 27.9.97

& Manager Madras Ry } — — — E535/13.903 of 18 Septr 97
Print Telegram to do — — — 84 C of 27. do
Print Telegram from do — — — of 28. do

The sanction conveyed in para 3 of the Govt. of India letter read above will be communicated to the Agent & Manager Madras Railway.-

2. This sanction has been

C. No. 4087
Recd 20/9/97

No. 751. R dated 30/9/97

A

(R.) Form No. 3.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Af

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ again the following

Print	Progs: of the Madras Govt: P.W. Deptt: —	H.E. No: 481-82 R	d/ 20. July 97
Quote	— Do — 12 S.P. Do —	" — " — 650 R	of 16. Septr 97

Read also

Quote	13 S.P. Letter from the Agent and Manager Madras Ry	H.E. No: $\frac{E535}{803}$	of 19. Augt 97
Print	Letter from the Govt: of India P.W. Deptt. —	H.E. No. – 1398 R.C.	of 26. do —
Quote	15 S.P. Letter from the Agent & Manager Madras Ry	– " – " – $\frac{E535}{13.903}$	of 18. Septr 97
Print	Telegram to do —	" — " — 84 C	of 27. do –
Print	Telegram from – do —	— " —	of 28. do.

The sanction conveyed in para 3 of the Govt: of India letter read above will be communicated to the Agent & Manager Madras Railway.–

2. This sanction has

been registered as No 22. R
of 1897-98.

FWS
R
29/9/97

A/
No. 751. Dated 30.9.97.

To
The Cons. Engr. for Rys √
— " — Agent & Manr. Ind. Ry. despatched 7/10/97
— " — Exr. G. O. Ry. Beds. √ D 2/10/97