

Public Works (1897) Department.

RAILWAY BRANCH.

G.O., No. 450-51 R₂

DATED 21st April 1899.

Proof only -
$$\begin{array}{r} 100 \\ 4 \\ \hline 20 \\ 36 \end{array}$$

[Despatch Abstract.]

Revised and Budget Estimates, Nilgiri Railway
Ordered that the final issue of the
(Land and Interest) for the years 1898-99 & 1899-1900
be forwarded to the Govt of India.

Forwarding the final issue of the
(Land & Interest) for the years 1898-99 & 1899-1900.

Government {1899} of Madras.
PUBLIC WORKS.

Spare copies

APRIL.

Ordered that the Final issue of the — (Land and Interest) for the years 1898-99 and 1899-1900, be forwarded to the Government of India.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Final issue of the Revised and Budget Estimates of the Nilgiri Railway (Land and Interest) for the years 1898-99 and 1899-1900.

ORDER—No. 450 Ry., dated 21st April 1899.

Ordered that the Final issue of the Revised and Budget Estimates of the Nilgiri Railway (Land and Interest) for the years 1898-99 and 1899-1900, be forwarded to the Government of India.

[Here enter No. 451 Ry., dated 21st April 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

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

FINAL ISSUE.

NILGIRI RAILWAY

(Land and Interest).

40. SUBSIDIZED COMPANIES.

REVISED ESTIMATE FOR 1898-99

AND

BUDGET ESTIMATE FOR 1899-1900.

ABSTRACT of the revised and budget estimates (Capital) for the years 1898-99 and 1899-1900 for the Nilgiri Railway.

	Actuals to end of 1896-97.			Actuals, 1897-98.	Budget estimate, 1898-99.	Revised estimate, 1898-99.	Budget estimate, 1899-1900.
	Ordinary outlay.	Capital expenditure on railways.	Total.				
	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Land	..	..	1,53,683	10,363	30,000	30,000	..
Interest (a)	..	..	56,129	..	..	..	..

NOTE.—(a) The interest charges to the Nilgiri Railway Company (Limited) ceased with effect from 1st October 1893.

RAILWAY.

Government {1899} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1899.

Enclosures

Spare copies

Letter, No. 451 Ry., 21st April 1899.

APRIL.

Revised and Budget Estimates, Nilgiri Railway

Forwarding the Final issue of the — (Land and Interest) for the years 1898-99
and 1899-1900.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

FRANCIS J. E. SPRING, Esq., C.I.E.,

Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

With reference to Government of India Resolution No. $\frac{5}{B.O.}$ A.R., dated 21st March 1899, I am directed to forward herewith the Final issue of the Revised and Budget estimates of the Nilgiri Railway (Land and Interest) for the years 1898-99 and 1899-1900.

I have the honour to be,

Sir,

Your most obedient servant,

FRANCIS J. E. SPRING,
Joint Secretary.MADRAS,
21st April 1899.

Documents accompanying.
Revised and Budget Estimates referred to.

Exd. A. F. Eccleston.

Final
~~PRELIMINARY~~ ISSUE.NILGIRI RAILWAY *Print*

(Land and Interest).

40. SUBSIDIZED COMPANIES.

REVISED ESTIMATE FOR 1898-99

AND

BUDGET ESTIMATE FOR 1899-1900.
2 Shading

ABSTRACT of the revised and budget estimates (Capital) for the years 1898-99 and 1899-1900 for the Nilgiri Railway.

	Actuals to end of 1896-97.			Actuals, 1897-98.	Budget estimate, 1898-99.	Revised estimate, 1898-99.	Budget estimate, 1899-1900.
	Ordinary outlay.	Capital expenditure on railways.	Total.				
	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Land	..	..	1,53,683	10,363	30,000	30,000	..
Interest (a)	..	..	56,129	..	..	..	..

NOTE.—(a) The interest charges to the Nilgiri Railway Company (Limited) ceased with effect from 1st October 1893.
(b) This figure is the same as that provided in the six months' estimate embodied in G.O., No. 1260 Ry., dated 14th October 1898.

3 Shending

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.
 Again G.O., dated 189 , No.
 Current No. of 189 , dated , from
 " " " 189 , " " "
 " " " 189 , " " "

*Final spec of the revised and budget estimates
 of the Nilgiri R^r (Land & interest) for the years 1898-99 & 1899-1900*

ORDER.No 450 R^r of 21/4/99

Print

To The Agent & Manager M.R.
 " Examiner G.O. R^r Cents and 1899-1900, be forwarded to
 " P.W. Cents
 " Cms Engr for R^r

Ordered that the final
 spec of the revised and budget
 estimates of the Nilgiri R^r (Land
 and interest) for the years 1898-99
 and 1899-1900, be forwarded to
 the Govt of India.

No. 2. No. 451 R^r of 21/4/99

21/4/99

The Secretary

to the Govt of India
P.W.D.

Sir,

With reference to Govt
 of India resolution No. 5 A L
 of 21st March 1899, I am directed
 to forward herewith the final
 spec of the revised and
 budget estimates of the Nilgiri
 R^r (Land & interest) for the
 years 1898-99 and 1899-1900.

Despatched on 27.4.99.

M

11.4.99. SK

of our Prop. No 448. Dated the 20th Apr
1899, embodying the Capital
and Revenue Accounts of
the Uxbridge Railway for the
half year ended the 31st
Dec 1898, with a brief
note thereon by the Com.
Eng: for Dep.

D 27/4/88.

SR

Despatched on

19/4/88

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Papers to be read in Proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

Current No.

of 189 , dated

, from

" "

" 189 , "

" "

" "

" 189 , "

" "

4 Copies of the Capital and Revenue Accounts
of the Madras Railway for the half year ended
the 31st Dec 1898.

ORDER

No 448 R₂ of 20/4/99

Ordered that four copies
of the Capital and Revenue
Accounts of the Madras R₂
for the half year ended the
31st Dec 1898, together with a
copy to them by the
Comm. Engrs: for R₂, be for-
warded to the Govt of India
and to the Govt of State.

To The Agent & Manager M.R.
" Examiners, R₂ Accounts
" Examiners, R₂ Accounts
" Comm. Engrs. for R₂

Despatched on 5/5/98

H. E. No 449 R₂ of 20 April/99

Forwarded.

H. E. No 7
448 R₂ of 20 April/99

The R₂ H₂ to the Govt of State
by L₂,
We have the honor

to forward, herewith, a copy
of

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

come.

You will notice from the Chief Engineer's letter of the 8th instant that the average expenditure in renewals per mile during ^{the} two half years of 1898 amounted to only Rs.613-8-0 against an average for the two half years of 1897 of Rs.615-0-0.

I beg here to repeat what I have previously stated, viz, that no orders were issued by me to save money during the half year ended June 1898 at the cost of the December 1898 or any other half year, nor do I think for one moment that the then Chief Engineer -Mr. West- in issuing his orders for renewals of rails in the early part of 1898 had under consideration any question of saving money during that half year.

I have the honor to be,

Sir,

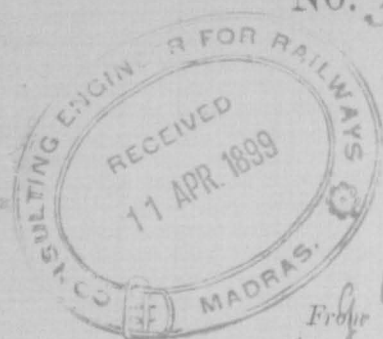
Your most Obedient Servant,

F. S. M. V. S.

Agent and Manager.

(No. 1.)

No. 377



MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 10th April, 1889

The Agent and Manager.

M. R. C.

The Consulting Engineer for Railways.

SIR,

M a d r a s.

Your telephone message of the 7th instant on the subject of maintenance charges for the past half year.

I have the honour to forward copies of two letters from the Chief Engineer dated respectively the 7th and 8th instant together with a comparative statement of expenditure on account of Abstract A for the half years ended 30th June and 31st December 1898.

You are aware that, throughout the years 1897 and 1898, the new type of rail laid on the 1st Division of the line gave the management very grave anxiety and that repeated trials were made by inspection trains run at high speed to determine if possible the reason of the great oscillation of the vehicles attached to the fast trains.

No satisfactory explanation being arrived at the late Chief Engineer wisely, in my opinion, decided to wait the arrival of the new rails ordered from home before determining to proceed further with heavy renewals.

The disposal of the flat-topped rails of which have some 60 miles ~~still~~ on hand is still, as you are aware, under discussion and in my opinion these rails should only be used where fast running need not be expected for some years.

clean proof of the approval for E. R. C. 13.4.99

1869
11.4.99

40