Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 438-39R

DATED 27th April

[Despatch Abstract.]

Bezwada Extension Railway.— Ordered that the final issue of the Capital revised estimate of the — for the year 1894-95, be forwarded to the Govt of India.

Forwarding the final issue of the Capital revised estimate of the — for the year 1894-95.

P. W. 26.
1,000—11-6-95

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

To His Excellency The Right Honorable
Beilby Baron Wenlock G.C.I.E.
Governor of Madras.

We the undersigned, humbly beg to state that we were deputed by a large and influential Meeting of the Merchants, Vakeels, Landowners and Inhabitants of Tellicherry, held on the 9th inst to forward to your Excellency the following Resolutions which were unanimously carried at the meeting viz:

1. That a Petition be addressed to H. E. The Governor of Madras by the Merchants, Landholders, and others interested in the prosperity of North Malabar, urging on Government the desirability of securing sanction from the Government of India, to at once place sufficient funds at the disposal of the Madras Railway, to enable them to complete the survey of the Calicut-Cannanore Railway extension without delay.
2. That this meeting, being confident that the proposed Railway extension from Calicut to Cannanore, will pay handsomely from the date of opening, urges on Government the necessity for its speedy construction and early completion.

and to beg that your Excellency will give your prompt and favorable consideration to the Prayers of your Petitioners.

2 Your Petitioners have seen it stated that the Government of India object to the estimate prepared by the Madras Railway Co; of the probable cost of the survey of the proposed extension in

in question as being too high.

It is not probable that the experienced officers of this Company who have conducted many surveys in this Presidency, would imperil the chances of sanction being accorded to the Survey between Calicut and Cannanore by making an unnecessarily high estimate, and we would respectfully point out that owing to the thickly wooded and undulating nature of the country to be traversed, a survey in Malabar must be more costly than one through say the plains of Bengal and that if insufficient funds are allowed, the work of Railway extension cannot be carried out.

4 Your Petitioners do not venture to suggest to whom the construction of the Railway shall be given - Those who will commence and carry out the work with the greatest expedition are the proper parties to be entrusted with it.

5 Your Petitioners would however venture to remind your Excellency, that when you visited this place in 1893, one of the grounds alleged in connection with the complaints that since 1882 the district had been without Bridges over the Elatoor & Quilandy rivers, was that in view of the probability of early Railway communication, it was not so necessary to consider the construction of Roadway Bridges.

6 Your Petitioners regret to see from recent communications from the Secretary of State for India, that while the Branch from Arsikere to Mangalore is in the fore-front of Railways to be constructed at an early date, there is no mention of the Calicut Cannanore extension, although a much shorter & more easily constructed line, and one which will pay infinitely

infinitely better, owing to the route being through a very populous country, similar to that served by the very profitable extension from Ferook to Calicut, which it is believed pays 6% Interest on the cost of construction heavy though that was owing to the two large bridges at Ferook and Kallai.

And your Petitioners will ever pray &c.

Tellicherry
28th Febry 1895.

John B. Burnett

Essack Ayoub Hadju Muchaw

Ralph Tattram

Chicodan Ahmed Coutty Hadju

K Krishna Kurup

Kappulam

Kareeveed

Dwc 1
1880/55

1880

(1895) Department.

CALICUT & TELLICHERRY
BURNETT & SON.

R.C.S. CARR
6 MAR 95
S. C.

Tellicherry 4. Mar 1895

Disposal
C.S. to Govt 6. Mar

The Private Secretary
to H.E. The Governor of Madras
Madras

Sir,

Tellicherry Cannanore Rail: Extension

I have the honor, as Chairman of the Meeting under reference, to enclose a Petition addressed to His Excellency in the above subject which kindly I request to be forwarded to the Governor

I have the honor to be
your most obdt servt
W. H. B. Burnett

BACK PAPERS.

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

FURTHER PAPERS.

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

PRELIMINARY ISSUE.

CAPITAL BUDGET ESTIMATE—WORKS.

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS NOT CHARGED AGAINST REVENUE.

48. STATE RAILWAYS—CONSTRUCTION.

(and Budget)

REVISED ESTIMATES

OF

CONSTRUCTION WORKS

ON THE

MADRAS-ENNUR SECTION

OF THE

BEZWADA-MADRAS RAILWAY.

For and

1894-95 ~~=~~ 1895-96.

MEMORANDUM.

Grant ~~proposed~~ contained in Public Works Department Letter

Programme proposed—
Cash outlay
Value

Grant sanctioned in Public Works Depart. Rs
consent letter No 49 A.R. Dy 23rd Jany 1875 .... 300,000/

Programme proposed —
Cash outlay 137,838/
Value of Stores to be drawn from Stock ... 162,162/
Total 300,000

CAPITAL Revised and Budget Estimates of Construction Works on the Section of the Bezwada-Madras / Madras Ennore Railway for 1894–95 and 1895–96.

General Abstract.

Main heads of expenditure.	Actuals to end of 1893–94.	Budget grant, 1894–95.	Revised estimate, 1894–95.			Budget estimate, 1895–96.			Total probable outlay to end of 1895–96 (columns 1, 3 and 4).	Required for lines under construction only.	
			Cash.	Stores.	Total.	Cash.	Stores.	Total.		Remaining to be spent in future years.	Sanctioned estimate.
	1	2	3			4			5	6	7
Works and services.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
I. Preliminary expenses	"	"	"	"	"	"	"	"	119.000	"	
II. Land	"	"	119.000	"	119.000	"	"	"	79.000	"	
III. Formation	"	"	79.000	"	79.000	"	"	"	18.500	"	
IV. Bridge work	"	"	16.332	168	18.500	12.500	6.000	18.500	28.000	"	
V. Fencing	"	"	9.500	"	9.500	"	"	"	"	"	
VI. Electric telegraph	"	"	"	"	"	114.891	145.435	260.326	297.326	"	
VII. Ballast and permanent-way	"	"	37.000	"	37.000	5.197	8.727	13.924	41.924	"	
VIII. Stations and buildings	"	"	28.000	"	28.000	"	"	"	"	"	
Total, Construction Accounts	"	"	290.832	168	291.000	132.588	160.162	292.750	583.750	"	600.000
IX. Plant	"	"	2.000	"	2.000	"	2.000	2.000	4.000	"	
X. Ferries, &c.	"	"	"	"	"	"	"	"	"	"	
XI. Rolling-stock	"	"	"	"	"	"	"	"	"	"	
XII. General charges as per schedule A.	"	"	7.000	"	7.000	5.250	"	5.250	12.250	"	
Total, expenditure on final heads	"	"	299.832	168	300.000	137.838	162.162	300.000	600.000	"	
Miscellaneous advances	"	"	"	"	"	"	"	"	"	"	
Total	"	"	"	"	"	"	"	"	"	"	
Deduct Receipts on Capital Account	"	"	"	"	"	"	"	"	"	"	
Grand Total, Works and Services	"	"	299.832	168	300.000	137.838	162.162	300.000	600.000	"	

Madras, 26th January 1895.

(Signed) Thomas M. Ewing,
for Chief Engineer.

(Signed) Louis S. Moss,
Agent & Manager.

Madras Irrigation Section of the Bezwada Madras Railway.

ABSTRACT of General charges for 1895–96.

Sub-heads of establishment.	Revised estimate, 1894–95.	Budget estimate, 1895–96.	Distribution.			
			Capital.		Revenue.	
			1894–95.	1895–96.	1894–95.	1895–96.
	Rs.	Rs.	Rs.	Rs.		
Direction or General	1440	1080	1440	1080	..	..
Engineering	3300	2475	3300	2475	..	..
Locomotive	"	"	"	"	..	..
Traffic	"460	"345	"460	"345	..	..
Stores	1200	900	1200	900	..	..
Audit and Accounts	600	450	600	450	..	..
Medical and Sanitation						
Total ..	7000	5250	7000	5250	..	..

Madras,
28th January 1895.

(Signed) Thomas M. Ewing.
For Chief Engineer

(Signed) Louis S. Moss,
Agents Managers.

BACK PAPERS.

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

FURTHER PAPERS.

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

16TH JANUARY 1895, No. 21 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Memorandum from the Agent, South Indian Railway, dated 8th January 1895, No. 21.

SOUTH INDIAN RAILWAY.

List of Open Capital Sanctions for quarter ending 31st March 1895.

(*a*) No works to be carried on and after date on which sanction closes without renewal of sanction, which should be applied for at least one month before lapse of sanction.
(*b*) Bills for work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation of delay and dealt with at Official Committee, at which the Consulting Engineer is present, before audit.
(*c*) Expenditure on Capital works not in the list will not be passed unless formal sanction has been received during the quarter.

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	Sanctioned amount. English.	Sanctioned amount. Total.	Expenditure as per audit books at end of September 1894. Indian.	Expenditure as per audit books at end of September 1894. English.	Expenditure as per audit books at end of September 1894. Total.	Present date when sanction lapses.
			DIVISION A.—MAIN LINE, MADRAS TO TANJORE.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
			Pallávaram Station.							
1	..	C.E. No. 382, dated 24th March 1893.	Constructing an engine shed	975 0 0	2,953 0 0	3,928 0 0	1,001 8 2	3,295 0 0	4,296 8 2	31st March 1895.
			Guduvánchéri Station.							
2	..	C.E. No. 909, dated 17th March 1894.	Providing second water column piping, &c.	287 0 0	2,646 0 0	2,933 0 0	118 3 8	1,423 8 5	1,541 12 1	16th „ „
			Chingleput Station.							
3	..	C.E. No. 3462, dated 6th Nov. 1894.	Constructing Permanent-way Inspector's bungalow and out-houses.	1,761 0 0	669 0 0	2,430 0 0	..	..	..	5th April 1895.
			Olakur Station.							
4	..	C.E. No. 3018, dated 27th Sept. 1894.	Extending the through siding	344 0 0 30 0 0	998 0 0 ..	1,342 0 0 30 0 0	.. ..	.. ..	.. ..	26th „ „
			Villupuram Station.							
5	..	C.E. No. 941, dated 6th July 1891.	Tools and plant, machinery	..	4,353 0 0	4,353 0 0	..	..	..	31st March 1895.
6	5 S.I.R. of 1889.	G.I. No. 1205 R.C., dated 24th Dec. 1889.	Enlarging the station	46,702 0 0 14,709 0 0	53,701 0 0 2,236 0 0	1,00,403 0 0 16,945 0 0	45,702 14 1 ..	66,150 12 5 ..	1,11,853 10 6 ..	31st „ „
7	1 S.I.R. of 1894.	G.I. No. 194 R.C., dated 23rd Feb. 1894.	Additional staff quarters and locomotive accommodation.	37,880 0 0 408 0 0	31,010 0 0 169 0 0	68,890 0 0 577 0 0	5,398 3 4 ..	8,508 10 0 ..	13,966 13 4 ..	4th Dec. „
			Cuddalore New Town Station.							
8	..	C.E. No. 3187, dated 16th Oct. 1894.	Proposed addition to station house and providing a 3rd-class waiting shed.	1,351 0 0 87 0 0	1843 0 0 98 0 0	3,194 0 0 185 0 0	.. ..	.. ..	.. ..	15th April 1895.
			Chidambaram Station.							
9	..	C.E. No. 2890, dated 17th Sept. 1894.	Increasing waiting accommodation ..	907 0 0 262 0 0	1,371 0 0 271 0 0	2,278 0 0 533 0 0	.. ..	.. ..	.. ..	16th „ „
			Máyavaram Station.							
10	3 S.I.R. of 1893.	G.I. No. 277 R.C., dated 21st March 1893.	Enlarging the station in consequence of the junction with Máyavaram-Muttupet Railway.	47,955 0 0 6,103 0 0	45,484 0 0 2,857 0 0	93,439 0 0 8,960 0 0	32,417 12 8 ..	53,292 12 4 ..	85,710 9 0 ..	23rd „ „
11	..	C.E. No. 2237, dated 16th July 1894.	Purchase and erection of Tungoye's steam pump required for supplying running engines with water and washing out purposes.	148 0 0 78 0 0	4,546 0 0 219 0 0	4,694 0 0 297 0 0	.. ..	.. ..	.. ..	15th „ „
12	..	C.E. No. 3295, dated 24th Oct. 1894.	Converting existing permanent-way Inspector's office and store into guards' running bungalow.	936 0 0 44 0 0	341 0 0 20 0 0	1,277 0 0 64 0 0	150 14 9 ..	407 13 8 ..	558 12 5 ..	22nd April 1895.
			Narasingampetai Station.							
13	..	C.E. No. 2989, dated 26th Sept. 1894.	Extending through siding	441 0 0 110 0 0	1,154 0 0 ..	1,595 0 0 110 0 0	.. ..	.. ..	.. ..	25th May 1895.
			Pápandam Station.							
14	..	C.E. No. 3270, dated 23rd Oct. 1894.	Extending the through siding	710 0 0 151 0 0	1,028 0 0 ..	1,738 0 0 151 0 0	.. ..	.. ..	.. ..	22nd April 1895.
			Ayyempet Station.							
15	..	C.E. No. 3273, dated 23rd Oct. 1894.	Extending the through siding	730 0 0 118 0 0	923 0 0 ..	1,653 0 0 118 0 0	.. ..	.. ..	.. ..	22nd „ „
			Tanjore Station.							
16	..	C.E. No. 2548, dated 14th Aug. 1894.	Laying a dead end siding	200 0 0 55 0 0	1,149 0 0 ..	1,349 0 0 55 0 0	.. ..	701 7 1 ..	701 7 1 ..	13th „ „
17	..	C.E. No. 1750, dated 12th Dec. 1891.	Providing a steam pump and shed ..	58 0 0	3,822 0 0	3,910 0 0	95 5 11	3,442 0 3	3,537 6 2	31st March „
18	..	C.E. No. 868, dated 11th Sept. 1893.	Providing a temporary tank for locomotive purposes.	Cr. 71 0 0 778 0 0	2,114 0 0 106 0 0	2,043 0 0 884 0 0	Cr. 186 6 6 ..	1,555 15 8 ..	1,369 9 2 ..	31st „ „
			VILLUPURAM TO PONDICHERRY BRANCH.							
			Valavanur Station.							
19	..	C.E. No. 3267, dated 23rd Oct. 1894.	Connecting the lay-bye with the main line.	174 0 0	845 0 0	1,019 0 0	..	..	..	22nd April 1895.
			TIRUTALUR TO NEGAPATAM BRANCH.							
			Negapatam Station.							
20	1 S.I.R. of 1890.	G.I. No. 604 R.C., dated 9th July 1890, and C.E. No. 1496, dated 13th Dec. 1890.	Further workshop accommodation ..	43,176 0 0 4,086 0 0	1,03,262 0 0 1,685 0 0	1,46,438 0 0 5,771 0 0	34,952 9 9 ..	1,29,390 6 2 ..	1,64,342 15 11 ..	31st March 1895.
21	..	C.E. No. 859, dated 9th Sept. 1893.	Proposed additions to the rolling stock erecting shed.	495 0 0	2,624 0 0	3,119 0 0	345 3 10	865 15 6	1,211 3 4	31st March 1895.
22	2 S.I.R. of 1890.	G.I. No. 986 R.C., dated 30th Oct. 1890, and C.E. No. 1024, dated 22nd July 1891.	Further additional workshop accommodation.	9,808 0 0 9,434 0 0	18,843 0 0 ..	28,651 0 0 9,434 0 0	2,064 7 6 ..	19,928 15 6 ..	21,993 7 0 ..	31st „ „
23	..	M.G.O. No. 1842 R., dated 10th Aug. 1891.	Providing accommodation for a dispensary and an apothecary.	5,492 0 0	1,671 0 0	7,163 0 0	1,655 2 9	12 15 9	1,668 2 6	31st „ „
24	..	M.G.O. No. 128 R., dated 1st March 1894.	Making certain additions and alterations to the General Stores office including the addition of an upper storey.	5,812 0 0 449 0 0	1,590 0 0 552 0 0	7,402 0 0 1,001 0 0	1,462 13 8 ..	1,065 10 2 ..	2,528 7 10 ..	31st May „

List of Open Capital Sanctions for quarter ending 31st March 1895—*cont.*

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	Sanctioned amount. English.	Sanctioned amount. Total.	Expenditure as per audit books at end of September 1894. Indian.	Expenditure as per audit books at end of September 1894. English.	Expenditure as per audit books at end of September 1894. Total.	Present date when sanction lapses.
				Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
			Kivalúr Station.							
25	..	M.G.O. No. 550 R., dated 14th Mar. 1893.	Lengthening through siding and platform.	5,600 0 0 137 0 0	2,083 0 0 ..	7,683 0 0 137 0 0	1,178 14 6 ..	1,080 15 2 ..	2,259 13 8 ..	31st March 1895.
			Tiruvállúr Station.							
26	4 S.I.R. of 1893.	G.I. No. 429 R.C., dated 2nd May 1893.	Enlarging the station to provide accommodation for Máyavaram-Muttupet Railway.	39,081 0 0 4,140 0 0	45,362 0 0 1,469 0 0	84,443 0 0 5,609 0 0	46,470 15 0 ..	38,872 5 9 ..	85,343 4 9 ..	31st „ „
27	..	C.E. No. 2236, dated 16th July 1894.	Providing a store room and office for Permanent-way Inspector.	1,400 0 0	537 0 0	1,937 0 0	..	..	..	15th April 1895.
			DIVISION B.—MAIN LINE, TANJORE TO TUTICORIN.							
			Tiruverumbúr Station.							
28	..	C.E. No. 3021, dated 27th Sept. 1894.	Extending the through siding and platform.	1,286 0 0 52 0 0	1,931 0 0 ..	3,217 0 0 52 0 0	.. ..	.. ..	.. ..	26th April 1895.
			Trichinopoly Junction Station.							
29	..	M.G.O. No. 1378 R., dated 17th Nov. 1893.	Constructing three double blocks of quarters for Native drivers and cleaners.	4,710 0 0	1,950 0 0	6,660 0 0	3,920 8 10	2,087 15 11	6,008 8 9	16th Feb. „
			Kolattúr South Station.							
30	..	C.E. No. 2475, dated 6th Aug. 1894.	Extending the through siding and lengthening 2 feet culvert.	335 0 0 65 0 0	975 0 0 ..	1,310 0 0 65 0 0	3 6 0 ..	988 1 11 ..	991 7 11 ..	5th May „
			Vaiyampati Station.							
31	..	C.E. No. 3268, dated 23rd October 1894.	Extending the through siding and laybye and raising platform.	990 0 0 64 0 0	1,495 0 0 23 0 0	2,485 0 0 87 0 0	.. ..	.. ..	.. ..	22nd May 1895.
			Ayyalúr Station.							
32	..	C.E. No. 2671, dated 25th Aug. 1894.	Extending the through siding	370 0 0 45 0 0	963 0 0 ..	1,333 0 0 45 0 0	Cr. 45 0 0 ..	.. ..	Cr. 45 0 0 ..	24th April „
			Shólavandán Station.							
33	..	C.E. No. 3017, dated 27th Sept. 1894.	Extending through siding	720 0 0 29 0 0	1,023 0 0 ..	1,743 0 0 29 0 0	.. ..	.. ..	.. ..	26th April 1895.
			Ambaturai Station.							
34	..	C.E. No. 3743, dated 29th Nov. 1894.	Lengthening through siding and raising platform.	1,177 0 0 215 0 0	1,154 0 0 ..	2,331 0 0 215 0 0	.. ..	.. ..	.. ..	28th May 1895.

			Ammayanáyakkanúr Station.							
35	..	C.E. No. 3167, dated 15th Oct. 1894	Proposed additions and alterations and providing a 3rd-class waiting shed.	652 0 0 221 0 0	1,543 0 0 41 0 0	2,195 0 0 262 0 0	.. ..	.. ..	.. ..	14th April 1895.
			Madura Station.							
36	..	M.G.O. No. 2706 R., dated 14th Nov. 1892.	Laying pipes to the staff quarters, sinking additional well, and raising tank house.	1,322 0 0 5 0 0	4,440 0 0 ..	5,762 0 0 5 0 0	384 15 5 ..	5,783 12 0 ..	6,168 11 5 ..	31st March „
			Virudupati Station.							
37	..	C.E. No. 2274, dated 23rd Oct. 1894.	Extending through siding	592 0 0 183 0 0	888 0 0 ..	1,480 0 0 183 0 0	.. ..	.. ..	.. ..	22nd April 1895.
			Koilpati Station.							
38	..	C E. No. 664, dated 31st May 1892.	Additional tank house, &c.	3,715 0 0 15 0 0	458 0 0 ..	4,173 0 0 15 0 0	2,475 12 2 ..	301 7 3 ..	2,777 3 5 ..	31st Mar. 1895
			Kumárapuram Station.							
39	..	M.G.O. No. 1345 R., dated 4th Nov. 1893.	Constructing permanent station arrangements.	5,104 0 0 56 0 0	6,559 0 0 ..	11,663 0 0 56 0 0	935 15 6 ..	4,799 15 6 ..	5,735 15 0 ..	3rd May „
			Tatapárai Station.							
40	..	C.E. No. 481, dated 24th April 1893.	Sinking 30 feet well and sunshade ..	1,769 0 0	2,207 0 0	3,976 0 0	1,151 14 9	1,137 8 0	2,289 6 9	31st Mar. 1895.
			TRICHINOPOLY TO ERODE BRANCH.							
			Péttaiváyttalai Station.							
41	..	C.E. No. 2697, dated 29th Aug. 1894.	Extending the through siding ..	324 0 0 30 0 0	1,048 0 0 ..	1,372 0 0 30 0 0	.. ..	.. ..	.. ..	28th April 1895.
			DIVISION C.—VILLUPURAM TO DHARMAVARAM.							
			Venkatasapuram Station.							
42	..	C.E. No. 2982, dated 25th Sept. 1894.	Extending a 6 feet rail covered irrigation culvert under goods approach.	296 0 0	74 0 0	370 0 0	..	..	..	24th May „
			Kurubalakotta Station.							
43	..	C.E. No. 63-O, dated 19th June 1894.	Construction of a short dead end safety siding.	1,656 0 0	761 0 0	2,417 0 0	..	..	..	18th April „
			PAKALA-NELLORE SECTION.							
			Nellore Station.							
44	..	C.E. No. 2138, dated 7th July 1894.	Latrine for staff quarters	1,540 0 0	295 0 0	1,835 0 0	54 3 8	346 15 8	401 3 4	31st Dec. 1895.
			Venkatachellam Station.							
45	..	C.E. No. 905, dated 25th Sept. 1893.	Lay-bye and good shed	1,489 0 0	1,829 0 0	3,318 0 0	388 8 7	1,845 10 10	2,234 3 5	31st Mar. „
			Vendod Station.							
46	..	C.E. No. 3272, dated 23rd Oct. 1894.	Sinking an additional 30 feet diameter locomotive well.	1,849 0 0	..	1,849 0 0	..	..	..	22nd April 1895.

List of Open Capital Sanctions for quarter ending 31st March 1895—*cont.*

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	Sanctioned amount. English.	Sanctioned amount. Total.	Expenditure as per audit books at end of September 1894. Indian.	Expenditure as per audit books at end of September 1894. English.	Expenditure as per audit books at end of September 1894. Total.	Present date when sanction lapses.
				Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P	
			Venkatagiri Station.							
47	..	C.E. No. 1147, dated 12th Dec. 1893.	Providing lay-bye and good shed, &c. ..	1,837 0 0 552 0 0	371 0 0 ..	2,208 0 0 552 0 0	Cr. 157 6 11 ..	301 12 10 ..	144 5 11 ..	31st March 1895.
			Kálahasti Station.							
48	..	C.E. No. 906, dated 25th Sept. 1893.	Proposed good shed and loading bank ..	2,682 0 0	371 0 0	3,053 0 0	1,437 13 7	316 6 11	1,754 4 6	31st ,, ,,
			General Works.							
49	..	C.E. No. 913, dated 27th Sept. 1893.	Double faced platform clocks at six stations.	168 0 0	3,732 0 0	3,900 0 0	16 15 0	3,572 13 3	3,589 12 3	31st March 1895.
50	..	M.G.O. No. 397 R., dated 12th Feb. 1891.	Shifting existing distant signals from facing points at 100 stations.	210 0 0 5,670 0 0	5,573 0 0 2,835 0 0	5,783 0 0 8,505 0 0	24 1 8 ..	3,177 6 9 ..	3,201 8 5 ..	31st ,, ,,
51	..	C.E. No. 1339, dated 25th April 1894.	Alterations to jibs of 75 water columns at different stations.	949 0 0	1,022 0 0	1,971 0 0	..	7 10 4	7 10 4	24th April ,,
52	..	C.E. No. 1845, dated 13th June 1894.	Inserting iron bars in the ticket windows of 86 station-houses.	..	2,307 0 0	2,307 0 0	..	..	..	12th ,, ,,
53	..	C.E. No. 61-O, dated 19th June 1894.	Inserting iron bars in the window frame of 45 Station Masters' bungalows.	..	1,237 0 0	1,237 0 0	..	..	..	18th ,, ,,
54	..	M.G.O. No. 385 R., dated 10th July 1894.	Raising the overhead bracings of the bridges Tondayar, Ponniyar, Guddilam, old Vellar, old Coleroon and Madugu.	916 0 0	5,688 0 0	6,604 0 0	..	..	..	9th ,, ,,
55	..	C.E. No. 2295, dated 20th July 1894.	Additional land required south-west of General offices at Trichinopoly junction.	202 0 0	..	202 0 0	..	..	..	19th Jan. 1895.
56	..	C.E. No. 3134, dated 11th Oct. 1894.	Providing up and down stream curtain walls, flooring and apron for 4·25 feet arch bridge at 244 miles 2 telegraph post.	2,221 0 0 1,195 0 0	..	2,221 0 0 1,195 0 0	..	..	..	10th April 1895.
57	..	C.E. No. 3640, dated 21st Nov. 1894.	Constructing 1·15 feet girder bridge as a flood opening at G. 291/3 miles.	1,681 0 0 744 0 0	551 0 0 243 0 0	2,232 0 0 987 0 0	..	..	..	20th June 1895.
			Rolling Stock.							
58	..	M.G.O. No. 2850 R., dated 23rd Nov. 1891.	Supplying all C.N.S. vehicles with side chains.	848 0 0	5,512 0 0	6,360 0 0	..	..	..	30th June 1895.
59	2 S.I.R. of 1892.	G.I. No. 555 R.C., dated 22nd Jan. 1892.	For one covered goods wagons ..	76 0 0	1,224 0 0	1,300 0 0	..	..	..	Six months after receipt of materials.
60	2 S.I.R. of 1894.	G.I. No. 279 R.S., dated 13th Aug. 1894.	Fitting automatic vacuum brake gear to 20 engines and 100 bogie coaching vehicles.	8,814 0 0	1,28,560 0 0	1,37,374 0 0	..	..	..	31st Dec. 1895.
			Additional Rolling Stock.							
61	3 S.I.R. of 1892.	G.I. No. 472 R.S., dated 22nd December 1892.	Twenty 1st and 2nd class composite bogie carriages.	56,000 0 0	1,34,740 0 0	1,90,740 0 0	26,740 1 5	1,44,920 15 2	1,71,661 0 7	30th June 1895.
			Eighty 3rd-class bogie carriages ..	1,06,400 0 0	3,76,320 0 0	4,82,720 0 0	57,378 8 3	4,12,706 9 2	4,70,085 1 5	31st Dec. ,,
62	..	G.O. No. 687 R., dated 13th Dec. 1894.	Construction of four oil tank trucks ..	3,232 0 0	11,264 0 0	14,496 0 0	..	..	..	31st Mar. ,,
			Fitting vacuum brake gear to 73 additional vehicles.							
			Two carriage and wagon stock brake gear with pipes for five ordinary four-wheeled coaches.	1,000 0 0	20,650 0 0	21,650 0 0	..	..	..	31st Dec. 1895.
63	6 S. I. R. of 1893.	G.I. No. 439 R.S., dated 11th December 1893.	Brake gear and fittings for 15 brake vans.	300 0 0	8,400 0 0	8,700 0 0	..	..	..	31st ,, ,,
			Brake gear with pipes, complete, for four carriages 22 feet long.	80 0 0	1,652 0 0	1,732 0 0	..	..	..	31st ,, ,,
			Brake gear with pipes, complete, for four carriages 38 feet long.	160 0 0	2,960 0 0	3,120 0 0	..	..	..	31st ,, ,,
64	..	G.O. No. 688 R., dated 13th Dec. 1894.	Construction of two additional oil tank trucks.	1,616 0 0	5,632 0 0	7,248 0 0	..	..	..	31st Mar. 1895.
65	..	G.O. No. 576 R., dated 23rd Oct. 1894.	Constructing three Engineers' inspection carriages.	2,094 0 0	12,906 0 0	15,000 0 0	..	..	..	22nd April. 1895.
66	..	G.O. No. 698 R., dated 15th Dec. 1894.	Constructing two additional powder vans.	832 0 0	5,892 0 0	6,724 0 0	..	..	..	30th June 1895.
67	..	C.E. No. 3774, dated 29th Nov. 1894.	Altering 20 O class bogie engines.	1,058 0 0	1,890 0 0 5,780 0 0	2,948 0 0 5,780 0 0	..	..	..	31st Mar. 1895.

The dates in block type in the column headed "Present date when sanction lapses" are those to which the Chief Engineer and the Locomotive Superintendent desire the sanction against which they are noted to be extended, as several works have not been completed during the quarter ending 31st December 1894.

TRICHINOPOLY,
5th January 1895.

(Signed) A. GRANT,
Offg. Exr. of Railway Accts., Madras.

(Signed) E. A. LEE,
Exr. of Railway Accts., Trichinopoly.

(Signed) W. M. SIMPSON,
Chief Auditor.

(Signed) W. S. BETTS,
Agent.

ORDER—dated 16th January 1895, No. 21 R., Public Works.

Ordered that the list of open Capital sanctions, South Indian Railway, for the quarter ending the 31st March 1895 be forwarded to the Government of India.

2. All cases of excesses over estimates are receiving attention.

[Here enter No. 22 R., dated 16th January 1895.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
" Examiner, Railway Accounts, Madras.

ENDORSEMENT—dated 16th January 1895, No. 22 R., Public Works.

Forwarded.

(By Order.)

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

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated January, 16th.

Recd. *Encl.*

G.O., 16th Jan. 1895, Nos. 21, 22 R.

JANUARY.

South Indian Railway

Forwarding, with remark, the list of open Capital sanctions, —, for the quarter ending the 31st March 1895.

A. No works
B. Bills for w
C. Expenditur

REGISTER
No. 96
FILE

Serial No.

From

The Agent,
South Indian Railway,
Trichinopoly,

To

The Consulting Engineer
for Railways,
Madras.

Dated 8th January 1895.
Received

No. 21
Enclosure. 1

The undersigned has the honor to forward herewith the List of Open Capital Sanctions for the quarter ending 31st March 1895.

William A Betts
Agent.

Serial No.											
1	Cons: Empts:										
2	Cons: Empts:										
3	Cons: Empts:										
4	Cons: Empts:										
5	Cons: Empts:										
6	S.I.R. G. I. No. 180 of 1894										
7	S.I.R. G. I. No. 19 of 1894										
8	Cons: Empts: No. 31 of 16.10.94	Proposed Chicacole Lucerne Extension									W. H. JV
9	Cons: Empts: No. 2490 of 17.9.94	Mbozan Pulay Line	12	5	33492	19	4	45760	9		20. 4. JV
10	S.I.R. G. I. No. 277 R.C. of 21. 9. 94										16. 4. JV
11	Cons: Empts: No. 2297 of 16. 7. 94	Purch Negu W									W. 4. JV

SOUTH INDIAN RAILWAY CO., LD.

List of Open Capital Sanctions for Quarter Ending 31st March 189V.

Sheet No. 1

A. No works to be carried on, and after date on which Sanction closes without renewal of sanction, which should be applied for at least one month before lapse of sanction.

B. Bills for work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation of delay and dealt with at Official Committee at which the Consulting Engineer, is present, before audit.

C. Expenditure on Capital works not in the list, will not be passed, unless formal Sanction has been received during the quarter.

Serial No.	Authority.	Works.	Sanctioned Amount. Indian.	English.	Total.	Expenditure as per Audit Books at end of September 1894. Indian.	English.	Total.	Present date when sanction lapses.
	Register of Estabs	Division A. Main Line Madras to Tuticorin.							
		Pallavaram Station.							
	Comm: Engrs: No. 302 of 24.3.93	Constructing an Engine shed	975	1953	2928	1001 8 2	3395	4396 8 2	31. 3. 95
2	Comm: Engrs: No. 909 of 17.8.94	Providing 2nd Water Column & piping to	247	2446	2693	118 3 6	1423 8 5	1541 12 1	16. 3. 95
3	Comm: Engrs: No. 3462 of 6.11.94	Constructing Permanent way Inspector's Bungs: & out-houses	1761	669	2430				5. 4. 95
4	Comm: Engrs: No. 2018 of 27.9.94	Extending the through siding	944	998	1942				26. 4. 95
			20		20				
		Villupuram Station.							
5	Comm: Engrs: No. 941 of 6.7.91	Locos & plant Workshop		4353	4353				31. 3. 95
6	S.I.R. G. I. No. 180 R.C. of 24.12.89	Enlarging the Station	46702	53701	100403	44702 14 1	66150	111853 15 6	31. 3. 95
7	S.I.R. G. I. No. 194 R.C. of 20.2.94	Additional staff quarters & Loco accommodation	11709	2936	14645				
			37000	9000	64000	35958 3 4	47004	82962 3 4	4. 12. 95
			400	169	577				
		Meiddalore Chem Loom station							
8	Comm: Engrs: No. 3187 of 16.10.94	Proposed addition to Station House & providing 2nd Class Waiting shed	1357	1843	3194				15. 4. 95
			87	74	161				
		Mahidumbaram Station.							
9	Comm: Engrs: No. 2490 of 17.9.94	Increasing Waiting accommodation	907	1371	2278				16. 4. 95
			162	71	233				
		Mayaveram Station.							
10	S.I.R. G. I. No. 277 R.C. of 21.3.93	Enlarging the Station in Consequence of Line: Junc: with M. & M. Railway	47000	45444	92444	92417 14 8	53992	146409 14 8	29. 4. 95
			1000	957	1960				
11	Comm: Engrs: No. 1237 of 16.7.94	Purchase & erection of Tangye's steam pump required for supplying Locomotive Engines with Water & Washing Out purposes	144	4702	4846				15. 4. 95
			74	219	293				

List of Open Capital Sanctions for Quarter Ending 31st March 1895.

Sheet No. 2

Serial No.	Authority.	Works.		Sanctioned Amount. Indian.		English.		Total.		Expenditure as per Audit books at end of September 1894. Indian.		English.		Total.		Present date when sanction lapses.
Register No.		Division A. Main Line, Madras to Tanjore	Contd													
		Mangalamcherry Station Contd														
17	Comm: Engrs: No 3379 of 24.10.94	Quarters existing P. Way Inspectors Store & Guards running Bungalow	Office	926		241		1277		150	14 9	407	13 8	558	12	22. 4. 95
				111		20		131								
		Nannilam Station														
18	Comm: Engrs: No 3409 - 26. 9. 94	Extending through siding		441		1134		1575								22. 4. 95
				110				115								
		Kiliyanoor Station														
14	Comm: Engrs: No 3270 - 29. 10. 94	Extending the through siding		760		1020		1780								22. 4. 95
				101				101								
15	Comm: Engrs: No 3278 - 29. 10. 94	Nagapatam Station Extending the through siding		720		929		1649								22. 4. 95
				110				110								
		Tanjore Station.														
16	Comm: Engrs: No 3448 - 14. 8. 94	Laying an down end siding		200		1149		1349				201	7 1	201	7 1	18. 4. 95
				20				20								
17	Comm: Engrs: No 1700 - 12. 12. 94	Providing a steam pump & shed		414		2022		2436				2342	3 3	2537	6 2	31. 3. 95
14	Comm: Engrs: No 868 - 11. 9. 93	Providing a temporary tank for Loco: purposes		71		2114		2043		96	11	1455	14 8	1369	9 2	31. 3. 95
				77		106		114								
		Villupuram to Pondicherry Branch														
		Valavanur Station														
19	Comm: Engrs: No 3267 - 29. 10. 94	Connecting the Layby with the Main Line		174		844		1019								22. 4. 95
		Trichinopoly to Negapatam Branch														
		Negapatam Station														
20	M. G. R. G. L. No. 604 R. C dated 7.7.1890 & Comm: Engrs: No. 1496 of 12. 12. 90	Further workshop accommodation		43176		103262		146438		34992	9 9	129990	6 2	164342	15 11	31. 3. 95
				3006		1665		4771								
21	Comm: Engrs: No 879 - 9. 9. 93	Proposed addition to the Rolling stock shed		490		2634		3119		340	9 10	806	14 6	1211	3 4	31. 3. 95
22	M. G. R. G. L. No. 906 R. C. of 20. 10. 90 & Comm: Engrs No. 1024 of 22. 7. 91	Further additional workshop accommodation		9808		10843		20651		2064	7 6	19986	14 6	21990	7 -	31. 3. 95
				9808				9808								
23	M. G. O. No. 1842 R - 10. 8. 91	Providing accom: for Dispensary & new Asst		5492		1679		7169		1655	2 9	12	14 9	1668	2 6	31. 3. 95
				8		8		8		7		12		7		

11

List of Open Capital Sanctions for Quarter Ending 31st March 1895.

Serial No.	Authority	Works	Sanctioned Amount: Indian	English	Total	Expenditure as per Audit books at end of September 1894: Indian	English	Total	Present date when sanction lapses
		Ayyampatam Station South							
24	M. G. O. No. 128 R dated 1. 3. 94	Making certain additions & alterations to the General Stores Office including the addition of an Upper storey	5812 / 1119	1590 / 552	7402 / 1008	1462 13 8	1065 10 2	2528 7 10	31. 5. 95
		Kirialur station							
25	M. G. O. No. 550 R, 14. 3. 93	Lengthening through siding & platform	5600 / 137	2083	7683 / 137	1178 14 6	1080 15 2	2259 13 8	31. [illegible]. 95
		Tirumalur station							
26	4.5.3 R of 1893; G. I. No. 429 R.C. dated 2. 5. 93	Enlarging the Station to provide accommodation for M. M. Railway	39081 / 11140	45362 / 1469	84443 / 5607	46470 15 –	38872 5 9	85343 4 9	31. 5. 95
27	Cons. Engr's No. 2236, 16. 7. 94	Providing a Store Room & Office for P. W. Inspector	1400	537	1937				15. 4. 95
		Division B. Main Line Tanjore to Tuticorin							
		Tirumaraimbur station							
28	Cons. Engr's No. 3021 of 27. 9. 94	Extending the through siding & platform	1286 / 52	1931	3217 / 52				26. 4. 95
		Trichinopoly Line: stations							
29	M. G. O. No. 1378 R, 17. 11. 93	Constructing 3 Double blocks of Quarters for station Drivers & Cleaners	4710	1950	6660	3920 8 10	2087 15 11	6008 8 9	16. 2. 95
		Kolatur South station							
30	Cons. Engr's No. 2475, 6. 8. 94	Extending the through siding & Lengthening 2 ft Culvert	335 / 65	975	1310 / 65	3 6 –	988 1 11	991 7 11	5. 5. 95
		Vaiyampatti station							
31	Cons. Engr's No. 3268, 23. 10. 94	Extending the through siding & loop & raising platform	990 / 62	1495	2485 / 97				22. 5. 95
		Ayyalur station							
32	Cons. Engr's No. 2671, 25. 8. 94	Extending the through siding	370 / 45	963	1333 / 45				24. 4. 95
		Cholavandan station							
33	Cons. Engr's No. 2017, 27. 9. 94	Extending through siding	720 / 79	1023	1743 / 79				26. 4. 95
		Ambaturai station							
34	Cons. Engr's No. 2743, 29. 11. 94	Lengthening through siding & raising platform	1177 / 54	1154	2331 / 54				28. 5. 95

[illegible]

Rolling stock

Sheet No. 4

List of Open Capital Sanctions for Quarter Ending 31st March 189✓.

Serial No.	Authority.	Works.	Sanctioned Amount. Indian.	Sanctioned Amount. English.	Sanctioned Amount. Total.	Expenditure as per Audit Books at end of September 1894. Indian.	Expenditure as per Audit Books at end of September 1894. English.	Expenditure as per Audit Books at end of September 1894. Total.	Present date when sanction lapses.
	Register No. and date.								
		Kumarayanaya Kanner Station.							
35	Comm: Cupis: No. 316 of 17.10.94	Proposed additions & alterations & provision of 2nd Class Waiting shed	600	1743	2343				14. 4. 95
			541	41	582				
		Mandawa Station.							
36	M. L. O. No. 2706 R. 14. 11. 92	Laying pipes to the Staff quarters, Linking additional Well & raising tank house	1322	4440	5762	994 15	5788 12	6164 11	31. 3. 95
			✓	✓	✓				
		Vrindaparta station.							
37	Comm: Cupis: No. 2274 & 23. 10. 94	Extending through siding	792	648	1440				22. 4. 95
			108		108				
		Kailsparta station.							
38	Comm: Cupis: No. 664 & 31. 5. 94	Additional Tank house &c	3715	4458	4173	2475 12 2	201 7 3	2777 3 5	31. 3. 95
			N		N				
		Kumarasparama station.							
39	M. L. O. No. 1347 R. 4. 11. 93	Constructing permanent station arrangements	5104	6559	11663	995 10 6	4799 10 6	5795 10 -	3. 5. 95
			76		76				
		Latasparai station.							
40	Comm: Cupis: No. 401 & 24. 4. 93	Linking Soil Well & Quarters	1769	2207	3976	1151 14 9	1137 8 -	2289 6 9	31. 3. 95
		Linking of Municipal Road Branch to Pettanaitalai station.							
41	Comm: Cupis: No. 2697 & 29. 8. 94	Extending the through siding	324	1648	1972				28. 4. 95
			50		50				
		Linking do. Villupuram to Dharmapuram.							
		Venkatasparama station.							
42	Comm Cupis: No. 2902 & 25. 8. 94	Extending a 6ft Rail Covered Irrigation Culvert under Goods approach	296	74	370				24. 5. 95
		Kuvalala Kota station.							
43	Comm: Cupis: No. 620 & 19. 6. 94	Construction of a short dead end Safety siding	1456	761	2417				10. 4. 95
		Pakala Stallard Station.							
		Stallard station.							
44	Comm: Cupis: No. 1284 & 7. 7. 94	Latrines for Staff quarters	1740	795	1295	574 9 4	246 14 8	401 9 14	21. 12. 95

List of Open Capital Sanctions for Qu

Serial No.	Authority.	Works.
	Register No. & date.	**Pakala Chellore Section (cont'd.)**
45	Comm: Cirpr: No. 908 of 25.9.93	Venkatachellam station Layby and Goodshed
46	Comm: Cirpr: No. 2172 of 23.10.94	Kindod Station Fitting an additional 20' drinking Loco
47	Comm: Cirpr: No. 1147 of 12.12.93	Venkatagiri station Providing Layby & Goodshed &c
48	Comm: Cirpr: No. 906 of 25.9.93	Kalahasti station Proposed Goodshed & Loading bank
		General Work
49	Comm: Cirpr: No. 913 of 27.9.93	Double faced platforms. Clocks at 6 station
50	Mr. G. O. No. 397 R of 12.2.91	Shifting existing & distant signals from points at 100 stations
51	Comm: Cirpr: No. 1337 of 25.4.94	Alterations to Jobs of 95 Water Columns different stations
52	Comm: Cirpr: No. 1044 of 13.6.94	Inserting iron bars in the ticket Windows 46 Station houses
53	Comm: Cirpr: No. 610 of 19.6.94	Inserting iron bars in the Windows fram 44 stations Traders Bungalows
54	Mr. G. O. No. 344 R of 10.7.94	Raising the overhead Gearings of the Ry Sanitary &c Commissioners Guddelore, old Vell Coleroon & Mendapye
55	Comm: Cirpr: No. 1330 of 20.7.94	Additional Land required South West of Offices at Trichinopoly Junction
56	Comm: Cirpr: No. 3134 of 11.10.94	Providing up & down stream Curtain flooring and aprons for 4. 20 feet arches at 244 m 2. F. Post
57	Comm: Cirpr: No. 3640 of 21.11.94	Constructing 1. 15 feet Girder Bridge as opening at M. 291/3 Miles

The dates in red ink in the 1st Column headed "Present date to which demanded which they are noted to be extended, as time allowed has not been

Register No. & date.		
58	Mr. G. O. No. 2470 R dated 23.11.91	**Rollingstock** Supplying all &c. &c. S. Railway
59	S.S.R of 1894	G. I. No. 1100 R. C dated 22.1.92
60	S.S.R of 1894	G. I. No. 279 R. I. dated 13.8.94
61	S.S.R of 1892	G. I. No. 472 R. I. dated 22.12.92
62		G. O. No. 687 R. 13.12.94
63	S.S.R of 1892	G. I. No. 439 R. I. dated 11.12.93
64		G. O. No. 648 R. 13.12.94
65		G. O. No. 476 R. 23.10.94
66		G. O. No. 698 R. 15.12.94
67	Comm: Cirpr: No. 3774 of 29.11.94	

For one Covered Goods Wagon WAYS, Fitting automatic Vacuum brake f 100 bogie Coaching Vehi

Additional Rollingstock

20. Parish 1st Class Composite f 20. 3rd Class bogie Carriages Construction of 4 oil Tank Fitting Vacuum brake gear to 73 ad Two Carriage & Wagon stock brake fo for 5. ordinary 4 wheeled Coaches Brake gear & fittings for 4 brake Vans Brake gear with pipes Complete, for 4 22 ft

Brake gear with pipes Complete for 4 Carriages Construction of 2 additional oil Tank Constructing 2. Engineer's Inspection Car Constructing 2. additional Powder Vans Altering 20. "D" class Bogie Engines

The dates in red ink in the 1st column headed "Present date to which demanded" which they are noted to be extended, as time allowed has not been

Trichinopoly
Chief Auditor's Office
5th January 1895

Agrant
WR offg Examiner Ry Accts
Madras

BACK PAPERS.

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

FURTHER PAPERS.

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

24th April 1895, No. 302 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent, South Indian Railway, dated 19th April 1895, No. 363.

Abstract.—Forwarding the list of Open Capital Sanctions, South Indian Railway, for the quarter ending 30th June 1895.

SOUTH INDIAN RAILWAY.

LIST of Open Capital Sanctions for quarter ending 30th June 1895.

(*a*) No works to be carried on and after date on which sanction closes without renewal of sanction, which should be applied for at least one month before lapse of sanction.
(*b*) Bills for work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation of delay and dealt with at Official Committee, at which the Consulting Engineer is present, before audit.
(*c*) Expenditure on Capital works not in the list will not be passed unless formal sanction has been received during the quarter.

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	Sanctioned amount. English.	Sanctioned amount. Total.	Expenditure as per audit books at end of 31st December 1894. Indian.	Expenditure as per audit books at end of 31st December 1894. English.	Expenditure as per audit books at end of 31st December 1894. Total.	Present date when sanction lapses.
			DIVISION A.—MAIN LINE, MADRAS TO TANJORE.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
			Chingleput Station.							
1	..	C.E. No. 3462, dated 6th Nov. 1894.	Constructing Permanent-way Inspector's bungalow and out-houses.	1,761 0 0	669 0 0	2,430 0 0	..	..	..	5th April 1895.
			Olakur Station.							
2	..	C.E. No. 3018, dated 27th Sept. 1894.	Extending the through siding	344 0 0 30 0 0	998 0 0 ..	1,342 0 0 30 0 0	44 13 3 ..	948 14 0 ..	993 11 3 ..	26th „ „
			Villupuram Station.							
3	..	C.E. No. 941, dated 6th July 1891.	Tools and plant, machinery	..	4,353 0 0	4,353 0 0	..	..	..	31st March 1896.
4	1 S.I.R. of 1894.	G.I. No. 194 R.C., dated 23rd Feb. 1894.	Additional staff quarters and locomotive accommodation.	37,880 0 0 408 0 0	31,010 0 0 169 0 0	68,890 0 0 577 0 0	11,710 11 11 ..	13,122 7 7 ..	24,833 3 6 ..	4th Dec. 1895.
			Cuddalore New Town Station.							
5	..	C.E. No. 3187, dated 16th Oct. 1894.	Proposed addition to station-house and providing a 3rd-class waiting shed.	1,351 0 0 87 0 0	1,843 0 0 98 0 0	3,194 0 0 185 0 0	211 9 0 ..	495 13 4 ..	707 6 4 ..	15th April 1895.
			Chidambaram Station.							
6	..	C.E. No. 2890, dated 17th Sept. 1894.	Increasing waiting accommodation ..	907 0 0 262 0 0	1,371 0 0 271 0 0	2,278 0 0 533 0 0	214 7 0 ..	70 7 4 ..	284 14 4 ..	16th „ „
			Máyavaram Station.							
7	3 S.I.R. of 1893.	G.I. No. 277 R.C., dated 21st March 1893.	Enlarging the station in consequence of the junction with Máyavaram-Muttupet Railway.	47,955 0 0 6,103 0 0	45,484 0 0 2,857 0 0	93,439 0 0 8,960 0 0	35,371 14 2 ..	56,484 13 1 ..	91,856 11 3 ..	23rd „ „
8	..	C.E. No. 2237, dated 16th July 1894.	Purchase and erection of Tungoye's steam pump required for supplying running engines with water and washing out purposes.	148 0 0 78 0 0	4,546 0 0 219 0 0	4,694 0 0 297 0 0	.. ..	.. ..	.. ..	15th „ „
9	..	C.E. No. 3295, dated 24th Oct. 1894.	Converting existing Permanent-way Inspector's office and store into guards' running bungalow.	936 0 0 44 0 0	341 0 0 20 0 0	1,277 0 0 64 0 0	150 14 9 ..	407 13 8 ..	558 12 5 ..	22nd „ „
			Narasingampetai Station.							
10	..	C.E. No. 2989, dated 26th Sept. 1894.	Extending through siding	441 0 0 110 0 0	1,154 0 0 ..	1,595 0 0 110 0 0	18 4 0 ..	1,219 12 9 ..	1,238 0 9 ..	25th May 1895.
			Pápandsam Station.							
11	..	C.E. No. 3270, dated 23rd Oct. 1894.	Extending the through siding	710 0 0 151 0 0	1,028 0 0 ..	1,738 0 0 151 0 0	11 10 0 ..	290 9 4 ..	302 3 4 ..	22nd April 1895.
			Ayyempet Station.							
12	..	C.E. No. 3273, dated 23rd Oct. 1894.	Extending the through siding	730 0 0 118 0 0	923 0 0 ..	1,653 0 0 118 0 0	9 14 6 ..	225 9 4 ..	235 7 10 ..	22nd „ „
			Tanjore Station.							
13	..	C.E. No. 2548, dated 14th Aug. 1894.	Laying a dead end siding	200 0 0 55 0 0	1,149 0 0 ..	1,349 0 0 55 0 0	101 4 0 ..	1,181 4 1 ..	1,282 8 1 ..	13th „ „
14	..	C.E. No. 1750, dated 12th Dec. 1891.	Providing a steam pump and shed ..	88 0 0	3,822 0 0	3,910 0 0	95 5 11	3,442 0 3	3,537 6 2	31st Dec. 1895.
			VILLUPURAM-PONDICHERRY BRANCH.							
			Valavanur Station.							
15	..	C.E. No. 3267, dated 23rd Oct. 1894.	Connecting the lay-bye with the main line.	174 0 0	845 0 0	1,019 0 0	12 0 0	131 14 11	143 14 11	22nd April 1895.
			TIRUVALUR-NEGAPATAM BRANCH.							
			Negapatam Station.							
16	..	M.G.O. No. 1842 R., dated 10th Aug. 1891.	Providing accommodation for a dispensary and an apothecary.	5,492 0 0	1,671 0 0	7,163 0 0	1,515 15 7	12 15 9	1,528 15 4	31st March 1896.
17	..	M.G.O. No. 128 R., dated 1st March 1894.	Making certain additions and alterations to the General Stores office including the addition of an upper storey.	5,812 0 0 449 0 0	1,590 0 0 552 0 0	7,402 0 0 1,001 0 0	4,601 12 7 ..	2,041 11 4 ..	6,643 7 11 ..	31st May 1895.
18	..	C.E. No. 568, dated 16th February 1895.	Examining pit 50 feet long and engine lift.	1,316 0 0 5 0 0	3,417 0 0 ..	4,733 0 0 5 0 0	.. ..	.. ..	.. ..	15th Sept. „
			Tiruvállúr Station.							
19	4 S.I.R. of 1893.	G.I. No. 429 R.C., dated 2nd May 1893.	Enlarging the station to provide accommodation for Máyavaram-Muttupet Railway.	39,081 0 0 4,140 0 0	45,362 0 0 1,469 0 0	84,443 0 0 5,609 0 0	46,539 14 2 ..	40,793 2 8 ..	87,333 0 10 ..	31st July 1895.
20	..	C.E. No. 2236, dated 16th July 1894.	Providing a store room and office for Permanent-way Inspector.	1,400 0 0	537 0 0	1,937 0 0	3 15 4	65 1 7	69 0 11	15th April 1895.
			DIVISION B.—MAIN LINE, TANJORE TO TUTICORIN.							
			Tiruverumbúr Station.							
21	..	C.E. No. 3021, dated 27th Sept. 1894.	Extending the through siding and platform.	1,286 0 0 52 0 0	1,931 0 0 ..	3,217 0 0 52 0 0	272 0 0 ..	847 0 1 ..	1,119 0 1 ..	26th April 1895.
			Trichinopoly Junction Station.							
22	..	M.G.O. No. 1378 R., dated 17th Nov. 1893.	Constructing three double blocks of quarters for Native drivers and cleaners.	4,710 0 0	1,950 0 0	6,660 0 0	3,920 8 10	2,087 15 11	6,008 8 9	31st July 1895.
23	..	C.E. No. 208, dated 19th January 1895.	Converting a portion in the north-west end of the carpenters' shed at the Engineering Workshop into a Ticket Printing office.	871 0 0 27 0 0	676 0 0 ..	1,547 0 0 27 0 0	.. ..	.. ..	.. ..	18th Nov. 1895.

List of Open Capital Sanctions for quarter ending 30th June 1895—*cont.*

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	Sanctioned amount. English.	Sanctioned amount. Total.	Expenditure as per audit books at end of 31st December 1894. Indian.	Expenditure as per audit books at end of 31st December 1894. English.	Expenditure as per audit books at end of 31st December 1894. Total.	Present date when sanction lapses.
			Trichinopoly Junction Station—cont.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
24	..	C.E. No. 371, dated 2nd February 1895.	Converting a portion of the north-west end of carpenters' shed at the Engineering Workshop into Telegraph Workshop and Medical Stores.	1,096 0 0 46 0 0	714 0 0 ..	1,810 0 0 46 0 0	.. ..	.. ..	.. ..	1st Feb. 1896.
			Kolattúr South Station.							
25	..	C.E. No. 2475, dated 6th Aug. 1894.	Extending the through siding and lengthening 2 feet culvert.	335 0 0 65 0 0	975 0 0 ..	1,310 0 0 65 0 0	130 4 6 ..	1,043 1 7 ..	1,173 6 1 ..	5th May 1895.
			Vaiyampati Station.							
26	..	C.E. No. 3268, dated 23rd October 1894.	Extending the through siding and lay-bye and raising platform.	990 0 0 64 0 0	1,495 0 0 23 0 0	2,485 0 0 87 0 0	265 12 0 ..	385 0 2 ..	650 12 2 ..	22nd May 1895.
			Ayyalúr Station.							
27	..	C.E. No. 2671, dated 25th Aug. 1894.	Extending the through siding	370 0 0 45 0 0	963 0 0 ..	1,333 0 0 45 0 0	24 13 0 ..	523 13 7 ..	548 10 7 ..	24th April 1895.
28	..	C.E. No. 170, dated 17th January 1895.	Providing a safety siding	1 0 0 185 0 0	.. 795 0 0	1 0 0 980 0 0	.. ..	.. ..	.. ..	16th May ,,
			Shólavandán Station.							
29	..	C.E. No. 3017, dated 27th Sept. 1894.	Extending through siding	720 0 0 29 0 0	1,023 0 0 ..	1,743 0 0 29 0 0	.. ..	314 3 0 ..	314 3 0 ..	26th April 1895.
			Ambaturai Station.							
30	..	C.E. No. 3743, dated 29th Nov. 1894.	Lengthening through siding and raising the platform.	1,177 0 0 215 0 0	1,154 0 0 ..	2,331 0 0 215 0 0	.. ..	.. ..	.. ..	28th May 1895.
			Ammayanáyakkanúr Station.							
31	..	C.E. No. 3167, dated 15th Oct. 1894.	Proposed additions and alterations to station-house and providing a 3rd-class waiting shed.	652 0 0 221 0 0	1,543 0 0 41 0 0	2,195 0 0 262 0 0	.. ..	17 13 7 ..	17 13 7 ..	14th April 1895.
			Madura Station.							
32	..	M.G.O. No. 2706 R., dated 14th Nov. 1892.	Laying pipes to the staff quarters, sinking additional well, and raising tank house.	1,322 0 0 5 0 0	4,440 0 0 ..	5,762 0 0 5 0 0	703 15 11 ..	6,063 7 0 ..	6,767 6 11 ..	31st July 1895.
			Virudupati Station.							
33	..	C.E. No. 2274, dated 23rd Oct. 1894.	Extending through siding	592 0 0 183 0 0	888 0 0 ..	1,480 0 0 183 0 0	.. ..	269 2 9 ..	269 2 9 ..	22nd April 1895. 3rd May 1895.
34	..	C.E. No. 388, dated 4th Feb. 1895.	Constructing a siding from the main line to the adjacent Cotton press of Messrs. Ralli Brothers.	355 0 0 84 0 0	1,788 0 0 202 0 0	2,143 0 0 286 0 0	To be borne by Company. To be borne by firm.		..	
			Sáttur Station.							
35	..	C.E. No. 527, dated 13th Feb. 1895.	Constructing a siding from the lay-bye to the Cotton press of Messrs. Ralli Brothers.	192 0 0 415 0 0	1,019 0 0 819 0 0	1,211 0 0 1,234 0 0	To be borne by Company. To be borne by firm.	..	..	12th April 1895.
			Koilpati Station.							
36	..	C.E. No. 664, dated 31st May 1892.	Additional tank house	3,715 0 0 15 0 0	458 0 0 ..	4,173 0 0 15 0 0	2,475 12 2 ..	301 7 3 ..	2,777 3 5 ..	30th June 1895.
			Kumarapuram Station.							
37	..	M.G.O. No. 1345 R., dated 4th Nov. 1893.	Constructing permanent station arrangements.	5,104 0 0 56 0 0	6,559 0 0 ..	11,663 0 0 56 0 0	3,336 7 0 ..	5,028 10 3 ..	8,365 1 3 ..	3rd May 1895.
			TRICHINOPOLY-ERODE BRANCH.							
			Péttaiváytalai Station.							
38	..	C.E. No. 2697, dated 29th Aug. 1894.	Extending the through siding ..	324 0 0 30 0 0	1,048 0 0 ..	1,372 0 0 30 0 0	18 9 6 ..	695 7 3 ..	714 0 9 ..	28th April 1895.
			DIVISION C.—VILLUPURAM TO DHARMAVARAM SECTION.							
			Venkatasapuram Station.							
39	..	C.E. No. 2982, dated 25th Sept. 1894.	Extending a 6 feet rail covered irrigation culverts under goods approach.	296 0 0	74 0 0	370 0 0	..	..	..	24th May 1895.
			Kurubalakotta Station.							
40	..	C.E. No. 63-O, dated 19th June 1894.	Construction of a short dead end safety siding.	1,656 0 0	761 0 0	2,417 0 0	..	..	..	18th April 1895.
			PAKALA-NELLORE SECTION.							
			Pákala Station.							
41	1 W.D. of 1894–95.	G.I. No. 184 R.C., dated 21st Feb. 1895.	Staff quarters	62,947 0 0	15,884 0 0	78,831 0 0	..	..	..	29th Aug. 1896.
			Nellore Station.							
42	..	C.E. No. 2138, dated 7th July 1894.	Latrine for staff quarters	1,540 0 0	295 0 0	1,835 0 0	54 3 8	346 15 8	401 3 4	31st Dec. 1895.
			Vendod Station.							
43	..	C.E. No. 3272, dated 23rd Oct. 1894.	Sinking an additional 30 feet diameter locomotive well.	1,849 0 0	..	1,849 0 0	..	..	..	22nd April 1895.
			General Works.							
44	..	C.E. No. 913, dated 27th Sept. 1893.	Double faced platform clock at six stations.	168 0 0	3,732 0 0	3,900 0 0	17 8 0	3,572 13 3	3,590 5 3	30th Sept. 1895.
45	..	M.G.O. No. 397 R., dated 12th Feb. 1891.	Shifting existing distant signals from facing points at 100 stations.	210 0 0 5,670 0 0	5,573 0 0 2,835 0 0	5,783 0 0 8,505 0 0	24 1 8 ..	3,177 6 9 ..	3,201 8 5 ..	31st Dec. 1895.
46	..	C.E. No. 1339, dated 25th April 1894.	Alterations to jibs of 73 water columns at different stations.	949 0 0	1,022 0 0	1,971 0 0	..	7 10 4	7 10 4	24th April 1895.
47	..	C.E. No. 1845, dated 13th June 1894.	Inserting iron bars in the ticket windows of 86 station-houses.	..	2,307 0 0	2,307 0 0	2 10 0	31 8 0	34 2 0	12th ,, ,,
48	..	C.E. No. 61-O, dated 19th June 1894.	Inserting iron bars in the window frame of 45 stationmasters' bungalows.	..	1,237 0 0	1,237 0 0	..	267 12 0	267 12 0	18th ,, ,,

List of Open Capital Sanctions for quarter ending 30th June 1895—*cont.*

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	Sanctioned amount. English.	Sanctioned amount. Total.	Expenditure as per audit books at end of 31st December 1894. Indian.	Expenditure as per audit books at end of 31st December 1894. English.	Expenditure as per audit books at end of 31st December 1894. Total.	Present date when sanction lapses.
			General Works—cont.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
49	..	M.G.O. No. 385 R., dated 10th July 1894.	Raising the overhead bracings of the bridges Tondayar, Ponniyar, Gaddilam, old Vellar, old Coleroon and Madugu.	916 0 0	5,688 0 0	6,604 0 0	..	..	..	31st Mar. 1896.
50	..	C.E. No. 2295, dated 20th July 1894.	Additional land required south-west of General offices at Trichinopoly junction.	202 0 0	..	202 0 0	..	..	..	30th Sept. 1895.
51	..	C.E. No. 3134, dated 11th Oct. 1894.	Providing up and down stream curtain walls, flooring and apron for 4·25 feet arch bridge at 244 miles 2nd telegraph post.	2,221 0 0 1,195 0 0	.. ..	2,221 0 0 1,195 0 0	.. ..	.. ..	.. ..	10th April ,,
52	..	C.E. No. 3640, dated 21st Nov. 1894.	Constructing 1·15 feet girder bridge as a flood opening at G. 291/3 miles.	1,681 0 0 744 0 0	551 0 0 243 0 0	2,232 0 0 987 0 0	.. ..	.. ..	.. ..	20th June ,,
53	..	C.E. No. 372, dated 2nd Feb. 1895.	Constructing a 25 feet span bridge in lieu of the existing 6 feet span opening at mile 409/9 near Kumarapuram.	1,288 0 0 1,992 0 0	957 0 0 418 0 0	2,245 0 0 2,410 0 0	.. ..	.. ..	.. ..	1st April 1896.
54	..	C.E. No. 641, dated 23rd Feb. 1895.	Six portable booking offices required at stations.	..	1,800 0 0	1,800 0 0	..	..	..	22nd May 1895.
55	..	C.E. No. 366, dated 2nd Feb. 1895.	Substituting a steel pale fence for the existing wire fence on the bund of the east side of the Kusbah village at Vellore.	861 0 0 180 0 0	2,147 0 0 141 0 0	3,008 0 0 321 0 0	.. ..	.. ..	.. ..	1st April 1896.
56	..	M.G.O. No. 28 R., dated 21st Jan. 1895.	Demarcating the Company's land on either sides of the line with the boundary stones throughout the South Indian Railway proper.	6,161 0 0	..	6,161 0 0	..	..	..	20th ,, ,,
57	..	M.G.O. No. 133 R., dated 6th March 1895.	Construction of temporary station at Shundavoor at mile 104/3, main line.	2,724 0 0 245 0 0	7,021 0 0 ..	9,745 0 0 245 0 0	.. ..	.. ..	.. ..	5th March 1896.
58	I.S.I.R. of 94–95.	G.I. No. 185 R.C., dated 21st Feb. 1895, and G.O. No. 132 R, dated 6th March 1895.	Lowering the line and pitching bank between the 251 miles and 253 miles.	16,333 0 0 13,589 0 0	41 0 0 708 0 0	16,374 0 0 14,297 0 0	*.. ..	.. ..	.. ..	20th Aug. 1896.
			Rolling Stock.							
59	..	M.G.O. No. 2850 R., dated 23rd Nov. 1891.	Supplying all C.N.S. vehicles with side chains.	848 0 0	5,512 0 0	6,360 0 0	329 6 9	1,544 11 10	1,874 2 7	30th June 1895.
60	2 S.I.R. of 1892.	G.I. No. 555 R.C., dated 22nd Jan. 1892.	For one covered goods wagon ..	76 0 0	1,224 0 0	1,300 0 0	..	..	..	Six months after receipt of materials.
61	2 S.I.R. of 1894.	G.I. No. 279 R.S., dated 13th Sept. 1894.	Fitting automatic vacuum brake gear to 20 engines and 100 bogie coaching vehicles.	8,814 0 0	1,28,560 0 0	1,37,374 0 0	..	..	..	31st Dec. 1895.

			Additional Rolling Stock.							
62	3 S.I.R. of 1892.	G.I. No. 472 R.S., dated 22nd December 1892.	Twenty 1st and 2nd class composite bogie carriages.	56,000 0 0	1,34,740 0 0	1,90,740 0 0	37,337 12 7	1,59,999 10 10	1,97,337 7 5	30th June 1895.
			Eighty 3rd-class bogie carriages ..	1,06,400 0 0	3,76,320 0 0	4,82,720 0 0	63,008 0 9	4,21,075 15 7	4,80,084 0 4	31st Dec. ,,
			Fitting vacuum brake gear to 73 additional vehicles.							
63	6 S. I. R. of 1893.	G.I. No. 439 R.S., dated 11th December 1893.	Two carriage and wagon stock brake gear with pipes for fifty ordinary four-wheeled coaches.	1,000 0 0	20,650 0 0	21,650 0 0	..	..	..	31st Dec. 1895.
			Brake gear and fittings for 15 brake vans.	300 0 0	8,400 0 0	8,700 0 0	..	..	..	31st ,, ,,
			Brake gear with pipes, complete, for four carriages, 38 feet long.	160 0 0	2,960 0 0	3,120 0 0	..	..	..	31st ,, ,,
			Brake gear with pipes, complete, for four carriages, 22 feet long.	80 0 0	1,652 0 0	1,732 0 0	..	..	..	31st ,, ,,
64	..	G.O. No. 688 R., dated 13th Dec. 1894.	Construction of two additional oil tank trucks.	1,616 0 0	5,632 0 0	7,248 0 0	..	..	..	22nd April. 1895.
65	..	G.O. No. 576 R., dated 23rd Oct. 1894.	Constructing three Engineers' inspection carriages.	2,094 0 0	12,906 0 0	15,000 0 0	..	..	..	30th June 1895.
66	..	G.O. No. 698 R., dated 15th Dec. 1894.	Constructing two additional powder vans.	832 0 0	5,892 0 0	6,724 0 0	..	..	..	30th June 1895.

The dates in block type in the column headed "Present date when sanction lapses" are those to which the Chief Engineer and the Locomotive Superintendent desire the sanction against which they are noted to be extended, as several works have not been completed during the quarter ending 31st March 1895.

* The allocation has subsequently been revised by the Consulting Engineer in his No. 1115, dated 1st April 1895 to—

Cash.	Stores.	Total.
Rs. A. P.	Rs. A. P.	Rs. A. P.
16,618 0 0	41 0 0	16,659 0 0
13,304 0 0	708 0 0	14,012 0 0

TRICHINOPOLY,
28th March 1895.

(Signed) A. GRANT,
Examr. of Railway Accts., Trichinopoly.

(Signed) W. M. SIMPSON,
Chief Auditor.

(Signed) W. S. BETTS,
Agent.

Order—dated 24th April 1895, No. 302 R., Public Works.

Ordered that the list of Open Capital Sanctions, South Indian Railway, for the quarter ending the 30th June 1895 be forwarded to the Government of India.

2. All cases of excesses over estimates are receiving attention.

[Here enter No. 303 R., dated 24th April 1895.]

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
" Examiner, Railway Accounts, Madras.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 24th.

Recd. *Encl.*

G.O., 24th April 1895, No. 302 R.

APRIL.

South Indian Railway

Ordered that the list of Open Capital Sanctions,—, for the quarter ending the 30th June 1895 be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent, South Indian Railway, dated 19th April 1895, No. 363.

ABSTRACT.—Forwarding the list of Open Capital Sanctions, South Indian Railway, for the quarter ending 30th June 1895.

SOUTH INDIAN RAILWAY.

List of Open Capital Sanctions for quarter ending 30th June 1895.

(*a*) No works to be carried on and after date on which sanction closes without renewal of sanction, which should be applied for at least one month before lapse of sanction.
(*b*) Bills for work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation of delay and dealt with at Official Committee, at which the Consulting Engineer is present, before audit.
(*c*) Expenditure on Capital works not in the list will not be passed unless formal sanction has been received during the quarter.

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	Sanctioned amount. English.	Sanctioned amount. Total.	Expenditure as per audit books at end of 31st December 1894. Indian.	Expenditure as per audit books at end of 31st December 1894. English.	Expenditure as per audit books at end of 31st December 1894. Total.	Present date when sanction lapses.
			DIVISION A.—MAIN LINE, MADRAS TO TANJORE.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
			Chingleput Station.							
1	..	C.E. No. 3462, dated 6th Nov. 1894.	Constructing Permanent-way Inspector's bungalow and out-houses.	1,761 0 0	669 0 0	2,430 0 0	..	..	..	5th April 1895.
			Olakur Station.							
2	..	C.E. No. 3018, dated 27th Sept. 1894.	Extending the through siding	344 0 0 30 0 0	998 0 0 ..	1,342 0 0 30 0 0	44 13 3 ..	948 14 0 ..	993 11 3 ..	26th „ „
			Villupuram Station.							
3	..	C.E. No. 941, dated 6th July 1891.	Tools and plant, machinery	..	4,353 0 0	4,353 0 0	..	..	..	31st March 1896.
4	1 S.I.R. of 1894.	G.I. No. 194 R.C., dated 23rd Feb. 1894.	Additional staff quarters and locomotive accommodation.	37,880 0 0 408 0 0	31,010 0 0 169 0 0	68,890 0 0 577 0 0	11,710 11 11 ..	13,122 7 7 ..	24,833 3 6 ..	4th Dec. 1895.
			Cuddalore New Town Station.							
5	..	C.E. No. 3187, dated 16th Oct. 1894.	Proposed addition to station-house and providing a 3rd-class waiting shed.	1,351 0 0 87 0 0	1,843 0 0 98 0 0	3,194 0 0 185 0 0	211 9 0 ..	495 13 4 ..	707 6 4 ..	15th April 1895.
			Chidambaram Station.							
6	..	C.E. No. 2890, dated 17th Sept. 1894.	Increasing waiting accommodation ..	907 0 0 262 0 0	1,371 0 0 271 0 0	2,278 0 0 533 0 0	214 7 0 ..	70 7 4 ..	284 14 4 ..	16th „ „
			Máyavaram Station.							
7	3 S.I.R. of 1893.	G.I. No. 277 R.C., dated 21st March 1893.	Enlarging the station in consequence of the junction with Máyavaram-Muttupet Railway.	47,955 0 0 6,103 0 0	45,484 0 0 2,857 0 0	93,439 0 0 8,960 0 0	35,371 14 2 ..	56,484 13 1 ..	91,856 11 3 ..	23rd „ „
8	..	C.E. No. 2237, dated 16th July 1894.	Purchase and erection of Tungoye's steam pump required for supplying running engines with water and washing out purposes.	148 0 0 78 0 0	4,546 0 0 219 0 0	4,694 0 0 297 0 0	.. ..	.. ..	.. ..	15th „ „
9	..	C.E. No. 3295, dated 24th Oct. 1894.	Converting existing Permanent-way Inspector's office and store into guards' running bungalow.	936 0 0 44 0 0	341 0 0 20 0 0	1,277 0 0 64 0 0	150 14 9 ..	407 13 8 ..	558 12 5 ..	22nd „ „
			Narasingampetai Station.							
10	..	C.E. No. 2989, dated 26th Sept. 1894.	Extending through siding	441 0 0 110 0 0	1,154 0 0 ..	1,595 0 0 110 0 0	18 4 0 ..	1,219 12 9 ..	1,238 0 9 ..	25th May 1895.
			Pápanásam Station.							
11	..	C.E. No. 3270, dated 23rd Oct. 1894.	Extending the through siding	710 0 0 151 0 0	1,028 0 0 ..	1,738 0 0 151 0 0	11 10 0 ..	290 9 4 ..	302 3 4 ..	22nd April 1895.
			Ayyempet Station.							
12	..	C.E. No. 3273, dated 23rd Oct. 1894.	Extending the through siding	730 0 0 118 0 0	923 0 0 ..	1,653 0 0 118 0 0	9 14 6 ..	225 9 4 ..	235 7 10 ..	22nd „ „
			Tanjore Station.							
13	..	C.E. No. 2548, dated 14th Aug. 1894.	Laying a dead end siding	200 0 0 55 0 0	1,149 0 0 ..	1,349 0 0 55 0 0	101 4 0 ..	1,181 4 1 ..	1,282 8 1 ..	13th „ „
14	..	C.E. No. 1750, dated 12th Dec. 1891.	Providing a steam pump and shed ..	88 0 0	3,822 0 0	3,910 0 0	95 5 11	3,442 0 3	3,537 6 2	31st Dec. 1895.
			VILLUPURAM-PONDICHERRY BRANCH.							
			Valavanur Station.							
15	..	C.E. No. 3267, dated 23rd Oct. 1894.	Connecting the lay-bye with the main line.	174 0 0	845 0 0	1,019 0 0	12 0 0	131 14 11	143 14 11	22nd April 1895.
			TIRUVALUR-NEGAPATAM BRANCH.							
			Negapatam Station.							
16	..	M.G.O. No. 1842 R., dated 10th Aug. 1891.	Providing accommodation for a dispensary and an apothecary.	5,492 0 0	1,671 0 0	7,163 0 0	1,515 15 7	12 15 9	1,528 15 4	31st March 1896.
17	..	M.G.O. No. 128 R., dated 1st March 1894.	Making certain additions and alterations to the General Stores office including the addition of an upper storey.	5,812 0 0 449 0 0	1,590 0 0 552 0 0	7,402 0 0 1,001 0 0	4,601 12 7 ..	2,041 11 4 ..	6,643 7 11 ..	31st May 1895.
18	..	C.E. No. 568, dated 16th February 1895.	Examining pit 50 feet long and engine lift.	1,316 0 0 5 0 0	3,417 0 0 ..	4,733 0 0 5 0 0	.. ..	.. ..	.. ..	15th Sept. „
			Tiruválúr Station.							
19	4 S.I.R. of 1893.	G.I. No. 429 R.C., dated 2nd May 1893.	Enlarging the station to provide accommodation for Máyavaram-Muttupet Railway.	39,081 0 0 4,140 0 0	45,362 0 0 1,469 0 0	84,443 0 0 5,609 0 0	46,539 14 2 ..	40,793 2 8 ..	87,333 0 10 ..	31st July 1895.
20	..	C.E. No. 2236, dated 16th July 1894.	Providing a store room and office for Permanent-way Inspector.	1,400 0 0	537 0 0	1,937 0 0	3 15 4	65 1 7	69 0 11	15th April 1895.
			DIVISION B.—MAIN LINE, TANJORE TO TUTICORIN.							
			Tiruverumbúr Station.							
21	..	C.E. No. 3021, dated 27th Sept. 1894.	Extending the through siding and platform.	1,286 0 0 52 0 0	1,931 0 0 ..	3,217 0 0 52 0 0	272 0 0 ..	847 0 1 ..	1,119 0 1 ..	26th April 1895.
			Trichinopoly Junction Station.							
22	..	M.G.O. No. 1378 R., dated 17th Nov. 1893.	Constructing three double blocks of quarters for Native drivers and cleaners.	4,710 0 0	1,950 0 0	6,660 0 0	3,920 8 10	2,087 15 11	6,008 8 9	31st July 1895.
23	..	C.E. No. 208, dated 19th January 1895.	Converting a portion in the north-west end of the carpenters' shed at the Engineering Workshop into a Ticket Printing office.	871 0 0 27 0 0	676 0 0 ..	1,547 0 0 27 0 0	.. ..	.. ..	.. ..	18th Nov. 1895.

List of Open Capital Sanctions for quarter ending 30th June 1895—*cont.*

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	Sanctioned amount. English.	Sanctioned amount. Total.	Expenditure as per audit books at end of 31st December 1894. Indian.	Expenditure as per audit books at end of 31st December 1894. English.	Expenditure as per audit books at end of 31st December 1894. Total.	Present date when sanction lapses.
			Trichinopoly Junction Station—cont.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
24	..	C.E. No. 371, dated 2nd February 1895.	Converting a portion of the north-west end of carpenters' shed at the Engineering Workshop into Telegraph Workshop and Medical Stores.	1,096 0 0 46 0 0	714 0 0 ..	1,810 0 0 46 0 0	.. ..	.. ..	.. ..	1st Feb. 1896.
			Kolattúr South Station.							
25	..	C.E. No. 2475, dated 6th Aug. 1894.	Extending the through siding and lengthening 2 feet culvert.	335 0 0 65 0 0	975 0 0 ..	1,310 0 0 65 0 0	130 4 6 ..	1,043 1 7 ..	1,173 6 1 ..	5th May 1895.
			Vaiyampati Station.							
26	..	C.E. No. 3268, dated 23rd October 1894.	Extending the through siding and laybye and raising platform.	990 0 0 64 0 0	1,495 0 0 23 0 0	2,485 0 0 87 0 0	265 12 0 ..	385 0 2 ..	650 12 2 ..	22nd May 1895.
			Ayyalúr Station.							
27	..	C.E. No. 2671, dated 25th Aug. 1894.	Extending the through siding	370 0 0 45 0 0	963 0 0 ..	1,333 0 0 45 0 0	24 13 0 ..	523 13 7 ..	548 10 7 ..	24th April 1895.
28	..	C.E. No. 170, dated 17th January 1895.	Providing a safety siding	1 0 0 185 0 0	.. 795 0 0	1 0 0 980 0 0	.. ..	.. ..	.. ..	16th May ,,
			Shólavandán Station.							
29	..	C.E. No. 3017, dated 27th Sept. 1894.	Extending through siding	720 0 0 29 0 0	1,023 0 0 ..	1,743 0 0 29 0 0	.. ..	314 3 0 ..	314 3 0 ..	26th April 1895.
			Ambaturai Station.							
30	..	C.E. No. 3743, dated 29th Nov. 1894.	Lengthening through siding and raising the platform.	1,177 0 0 215 0 0	1,154 0 0 ..	2,331 0 0 215 0 0	.. ..	.. ..	.. ..	28th May 1895.
			Ammayanáyakkanúr Station.							
31	..	C.E. No. 3167, dated 15th Oct. 1894.	Proposed additions and alterations to station-house and providing a 3rd-class waiting shed.	652 0 0 221 0 0	1,543 0 0 41 0 0	2,195 0 0 262 0 0	.. ..	17 13 7 ..	17 13 7 ..	14th April 1895.
			Madura Station.							
32	..	M.G.O. No. 2706 R., dated 14th Nov. 1892.	Laying pipes to the staff quarters, sinking additional well, and raising tank house.	1,322 0 0 5 0 0	4,440 0 0 ..	5,762 0 0 5 0 0	703 15 11 ..	6,063 7 0 ..	6,767 6 11 ..	31st July 1895.
			Virudupati Station.							
33	..	C.E. No. 2274, dated 23rd Oct. 1894.	Extending through siding	592 0 0 183 0 0	888 0 0 ..	1,480 0 0 183 0 0	.. ..	269 2 9 ..	269 2 9 ..	22nd April 1895. 3rd May 1895.
34	..	C.E. No. 388, dated 4th Feb. 1895.	Constructing a siding from the main line to the adjacent Cotton press of Messrs. Ralli Brothers.	355 0 0 84 0 0	1,788 0 0 202 0 0	2,143 0 0 286 0 0	To be borne by Company. To be borne by firm.		..	

			Sáttur Station.							
35	..	C.E. No. 527, dated 13th Feb. 1895.	Constructing a siding from the lay-bye to the Cotton press of Messrs. Ralli Brothers.	192 0 0 415 0 0	1,019 0 0 819 0 0	1,211 0 0 1,234 0 0	To be borne by Company. To be borne by firm.	.. ..	.. ..	12th April 1895. 30th June 1895.
			Koilpati Station.							
36	..	C.E. No. 664, dated 31st May 1892.	Additional tank house	3,715 0 0 15 0 0	458 0 0 ..	4,173 0 0 15 0 0	2,475 12 2 ..	301 7 3 ..	2,777 3 5 ..	3rd May 1895.
			Kumarapuram Station.							
37	..	M.G.O. No. 1345 R., dated 4th Nov. 1893.	Constructing permanent station arrangements.	5,104 0 0 56 0 0	6,559 0 0 ..	11,663 0 0 56 0 0	3,336 7 0 ..	5,028 10 3 ..	8,365 1 3 ..	28th April 1895.
			TRICHINOPOLY-ERODE BRANCH.							
			Péttaiváytalai Station.							
38	..	C.E. No. 2697, dated 29th Aug. 1894.	Extending the through siding ..	324 0 0 30 0 0	1,048 0 0 ..	1,372 0 0 30 0 0	18 9 6 ..	695 7 3 ..	714 0 9 ..	24th May 1895.
			DIVISION C.—VILLUPURAM TO DHARMAVARAM SECTION.							
			Venkatasapuram Station.							
39	..	C.E. No. 2982, dated 25th Sept. 1894.	Extending a 6 feet rail covered irrigation culverts under goods approach.	296 0 0	74 0 0	370 0 0	..	..	..	18th April 1895.
			Kurubalakotta Station.							
40	..	C.E. No. 63-O, dated 19th June 1894.	Construction of a short dead end safety siding.	1,656 0 0	761 0 0	2,417 0 0	..	..	..	29th Aug. 1896.
			PAKALA-NELLORE SECTION.							
			Pákala Station.							
41	1 V.D. of 1894-95.	G.I. No. 184 R.C., dated 21st Feb. 1895.	Staff quarters	62,947 0 0	15,884 0 0	78,831 0 0	..	..	..	31st Dec. 1895.
			Nellore Station.							
42	..	C.E. No. 2138, dated 7th July 1894.	Latrine for staff quarters	1,540 0 0	295 0 0	1,835 0 0	54 3 8	346 15 8	401 3 4	22nd April 1895.
			Vendod Station.							
43	..	C.E. No. 3272, dated 23rd Oct. 1894.	Sinking an additional 30 feet diameter locomotive well.	1,849 0 0	..	1,849 0 0	..	..	..	30th Sept. 1895.
			General Works.							
44	..	C.E. No. 913, dated 27th Sept. 1893.	Double faced platform clock at six stations.	168 0 0	3,732 0 0	3,900 0 0	17 8 0	3,572 13 3	3,590 5 3	31st Dec. 1895.
45	..	M.G.O. No. 397 R., dated 12th Feb. 1891.	Shifting existing distant signals from facing points at 100 stations.	210 0 0 5,670 0 0	5,573 0 0 2,835 0 0	5,783 0 0 8,505 0 0	24 1 8 ..	3,177 6 9 ..	3,201 8 5 ..	31st Dec. 1895.
46	..	C.E. No. 1339, dated 25th April 1894.	Alterations to jibs of 73 water columns at different stations.	949 0 0 ..	1,022 0 0 2,307 0 0	1,971 0 0 2,307 0 0	.. 2 10 0	7 10 4 31 8 0	7 10 4 34 2 0	24th April 1895. 12th ,, ,,
47	..	C.E. No. 1845, dated 13th June 1894.	Inserting iron bars in the ticket windows of 86 station-houses.	..	1,237 0 0	1,237 0 0	..	267 12 0	267 12 0	18th ,, ,,
48	..	C.E. No. 61-O, dated 19th June 1894.	Inserting iron bars in the window frame of 45 stationmasters' bungalows.							

List of Open Capital Sanctions for quarter ending 30th June 1895—*cont.*

Serial No.	Register No. and date.	Authority.	Works.	Sanctioned amount. Indian.	English.	Total.	Expenditure as per audit books at end of 31st December 1894. Indian.	English.	Total.	Present date when sanction lapses.
				Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P	Rs. A. P.	
			General Works—cont.							
49	..	M.G.O. No. 385 R., dated 10th July 1894.	Raising the overhead bracings of the bridges Tondayar, Ponniyar, Gaddilam, old Vellar, old Coleroon and Madugu.	916 0 0	5,688 0 0	6,604 0 0	..	..	..	31st Mar. 1896.
50	..	C.E. No. 2295, dated 20th July 1894.	Additional land required south-west of General offices at Trichinopoly junction.	202 0 0	..	202 0 0	..	..	..	30th Sept. 1895.
51	..	C.E. No. 3134, dated 11th Oct. 1894.	Providing up and down stream curtain walls, flooring and apron for 4·25 feet arch bridge at 244 miles 2nd telegraph post.	2,221 0 0 1,195 0 0	..	2,221 0 0 1,195 0 0	..	..	..	10th April ,,
52	..	C.E. No. 3640, dated 21st Nov. 1894.	Constructing 1·15 feet girder bridge as a flood opening at G. 291/3 miles.	1,681 0 0 744 0 0	551 0 0 243 0 0	2,232 0 0 987 0 0	..	..	..	20th June ,,
53	..	C.E. No. 372, dated 2nd Feb. 1895.	Constructing a 25 feet span bridge in lieu of the existing 6 feet span opening at mile 409/9 near Kumarapuram.	1,288 0 0 1,992 0 0	957 0 0 418 0 0	2,245 0 0 2,410 0 0	..	..	..	1st April 1896.
54	..	C.E. No. 641, dated 23rd Feb. 1895.	Six portable booking offices required at stations.	..	1,800 0 0	1,800 0 0	..	..	..	22nd May 1895.
55	..	C.E. No. 366, dated 2nd Feb. 1895.	Substituting a steel pale fence for the existing wire fence on the bund of the east side of the Kusbah village at Vellore.	861 0 0 180 0 0	2,147 0 0 141 0 0	3,008 0 0 321 0 0	..	..	..	1st April 1896.
56	..	M.G.O. No. 28 R., dated 21st Jan. 1895.	Demarcating the Company's land on either sides of the line with the boundary stones throughout the South Indian Railway proper.	6,161 0 0	..	6,161 0 0	..	..	..	20th ,, ,,
57	..	M.G.O. No. 133 R., dated 6th March 1895.	Construction of temporary station at Shundavoor at mile 104/3, main line.	2,724 0 0 245 0 0	7,021 0 0 ..	9,745 0 0 245 0 0	..	..	..	5th March 1896.
58	I.S.I.R. of 94–95.	G.I. No. 185 R.C., dated 21st Feb. 1895, and G.O. No. 132 R., dated 6th March 1895.	Lowering the line and pitching bank between the 251 miles and 253 miles.	16,333 0 0 13,589 0 0	41 0 0 708 0 0	16,374 0 0 14,297 0 0	..	..	..	20th Aug. 1896.
			Rolling Stock.							
59	..	M.G.O. No. 2850 R., dated 23rd Nov. 1891.	Supplying all C.N.S. vehicles with side chains.	848 0 0	5,512 0 0	6,360 0 0	329 6 9	1,544 11 10	1,874 2 7	30th June 1895.
60	2 S.I.R. of 1892.	G.I. No. 555 R.C., dated 22nd Jan. 1892.	For one covered goods wagon ..	76 0 0	1,224 0 0	1,300 0 0	..	..	..	Six months after receipt of materials.
61	2 S.I.R. of 1894.	G.I. No. 279 R.S., dated 13th Sept. 1894.	Fitting automatic vacuum brake gear to 20 engines and 100 bogie coaching vehicles.	8,814 0 0	1,28,560 0 0	1,37,374 0 0	..	..	..	31st Dec. 1895.

			Additional Rolling Stock.							
62	3 S.I.R. of 1892.	G.I. No. 472 R.S., dated 22nd December 1892.	Twenty 1st and 2nd class composite bogie carriages.	56,000 0 0	1,34,740 0 0	1,90,740 0 0	37,337 12 7	1,59,999 10 10	1,97,337 7 5	30th June 1895.
			Eighty 3rd-class bogie carriages ..	1,06,400 0 0	3,76,320 0 0	4,82,720 0 0	63,008 0 9	4,21,075 15 7	4,80,084 0 4	31st Dec. ,,
			Fitting vacuum brake gear to 73 additional vehicles.							
63	6 S. I. R. of 1893.	G.I. No. 439 R.S., dated 11th December 1893.	Two carriage and wagon stock brake gear with pipes for fifty ordinary four-wheeled coaches.	1,000 0 0	20,650 0 0	21,650 0 0	..	..	..	31st Dec. 1895.
			Brake gear and fittings for 15 brake vans.	300 0 0	8,400 0 0	8,700 0 0	..	..	..	31st ,, ,,
			Brake gear with pipes, complete, for four carriages, 38 feet long.	160 0 0	2,960 0 0	3,120 0 0	..	..	..	31st ,, ,,
			Brake gear with pipes, complete, for four carriages, 22 feet long.	80 0 0	1,652 0 0	1,732 0 0	..	..	..	31st ,, ,,
64	..	G.O. No. 688 R., dated 13th Dec. 1894.	Construction of two additional oil tank trucks.	1,616 0 0	5,632 0 0	7,248 0 0	..	..	..	22nd April. 1895.
65	..	G.O. No. 576 R., dated 23rd Oct. 1894.	Constructing three Engineers' inspection carriages.	2,094 0 0	12,906 0 0	15,000 0 0	..	..	..	30th June 1895.
66	..	G.O. No. 698 R., dated 15th Dec. 1894.	Constructing two additional powder vans.	832 0 0	5,892 0 0	6,724 0 0	..	..	..	

The dates in block type in the column headed "Present date when sanction lapses" are those to which the Chief Engineer and the Locomotive Superintendent desire the sanction against which they are noted to be extended, as several works have not been completed during the quarter ending 31st March 1895.

* The allocation has subsequently been revised by the Consulting Engineer in his No. 1115, dated 1st April 1895 to—

Cash.	Stores.	Total.
Rs. A. P.	Rs. A. P.	Rs. A. P.
16,618 0 0	41 0 0	16,659 0 0
13,304 0 0	708 0 0	14,012 0 0

TRICHINOPOLY,
28th March 1895.

(Signed) A. GRANT,
Examr. of Railway Accts., Trichinopoly.

(Signed) W. M. SIMPSON,
Chief Auditor.

(Signed) W. S. BETTS,
Agent.

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 24th.

Recd. *Encl.*

G.O., 24th April 1895, Nos. 302, 303 R.

APRIL.

South Indian Railway

Forwarding to the Government of India Proceedings embodying the list of Open Capital Sanctions, —, for the quarter ending the 30th June 1895.

(R) F. No. 3.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Statement I

Sheet No. 1

A. No works to be carried on, and after
B. Bills for work to be passed within th
is present, before audit.
C. Expenditure on Capital works not in t

fficial Committee at which the Consulting Engineer,

Serial No.	Authority.		EXPENDITURE AS PER AUDIT BOOKS AT END OF 31-12-94						Present date when sanction lapses
			Indian.		English.		Total.		
	Rupees	As.							
1	Comm: Cypher: No. 3462 of 6. 11. 94								5. 4. 95
2	Comm: Cypher: No. 3010 " 27. 9. 94		44	12	948	14	993	11	26. 4. 95
3	Comm: Cypher: No. 941 " 6. 7. 94								
4	S. I. R. G. I. No. 194 R.C. " 23. 2. 94		1170	11	13122	7	24833	3	6 31. 12. 95
5	Comm: Cypher: No. 3107 " 16. 10. 94		211	9	49	13	707	6	4 15. 4. 95
6	Comm: Cypher: No. 2490 " 17. 9. 94		214	7	70	7	284	14	4 16. 4. 95
7	S. I. R. G. I. No. 277 R.C. " 21. 3. 94		35371	14	56404	13	91776	11	3 23. 4. 95
8	Comm: Cypher: No. 2237 " 16. 7. 94								15. 4. 95
	Comm: Cypher: No. 3395 " 24. 10. 94		150	14	407	13	558	12	22. 4. 95
	Comm: Cypher: No. 2509 " 26. 9. 94		12	4	1218	13	1230	9	25. 5. 95

Sheet No. 1

SOUTH INDIA RAILWAY CO., LD.

List of Open Capital Sanctions for Quarter Ending 30th June 1895.

A. No works to be carried on, and after date on which Sanction closes without renewal of sanction, which should be applied for at least one month before lapse of sanction.

B. Bills for work to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanation of delay and dealt with at Official Committee at which the Consulting Engineer, is present, before audit.

C. Expenditure on Capital works not in the list, will not be passed, unless formal Sanction has been received during the quarter.

Serial No.	Authority.	Works.		Sanctioned Amount. Indian.	English.	Total.	Expenditure as per Audit books at end of 31-12-94. Indian.	English.	Total.	Present date when sanction lapses
	Registered as Addl.	Division A. Main Line Madras to Tanjore								
1	Comm: Engrs: No 3462 of 6.11.94	Chintadripet Station Constructing Permanent Way Inspectors Bungalow + Out houses		1761	669	2430				15.4.95
2	Comm: Engrs: No 3010 of 27.9.94	Olakur Station Extending the through siding		344 20	996	1340 30	44 12 3	940 14	993 11 3	26.4.95
3	Comm: Engrs: No 941 of 6.7.91	Villupuram Station Tools & Plant Machinery			4353	4353				
4	I.S.R G. I. No 194 R.C. of 23.2.94 1894	Additional Staff quarters for Co: accommodation	Station	37440 408	31020 167	68490 577	11720 11 11	13122 7 7	24833 3 6	14.12.94
5	Comm: Engrs: No 3107 of 16.10.94	Cuddalore New Town station Proposed addition to Station House & providing Waiting Shed	w 3rd Class	1357	1643	3194	211 9	495 13 4	707 6 4	15.4.95
6	Comm: Engrs: No 2490 of 17.9.94	Chidambaram Station Increasing Waiting accommodation		907 [illegible]	1371	2278	214 7	70 7 4	284 14 4	16.4.95
7	S.I.R G. I. No 277 R.C. of 21.3.93 1893	Villupuram Station Enlarging the Station in Consequence of the Junction with the M. & S. Railway	Junction	47955 [illegible]	45404 [illegible]	93439 [illegible]	35371 14 2	56404 13 1	91856 11 3	23.4.95
8	Comm: Engrs: No 2237 of 16.7.94	Purchase & erection of Tanjore steam pump for supplying running Engines with Water & Washing out purposes	ments required	148	4546	4694				15.4.95
9	Comm: Engrs: No 3750 of 24.10.94	Renewing existing P. Way Inspectors Store Hut. Cuddalore running Bungalow	Offices	936 [illegible]	341 [illegible]	1277 [illegible]	150 14 9	407 13 3	557 12 [illegible]	22.4.95
		Narasingumpet Station								
	Comm: Engrs: No 3949 of 26.9.94	Extending through siding		441 [illegible]	1154	1595 [illegible]	14 4	1218 15 9	1233 9	25.5.95

SOUTH IND

List of Open Capital Sanctions 1

A. No works to be carried on, and after date on which Sanction closes without renewal of sanction,

B. Bills for work to be passed within three months from date of sanction closing, any subsequently s
is present, before audit.

C. Expenditure on Capital works not in the list, will not be passed, unless formal Sanction has been r

Serial No.	Authority.	Works.
		Division of. Albany Line. Albadras d
1	+ Boms: Empts: No. 3462 of 6. 11. 94	Chingleput Station Constructing Permanent Way Inspector Out houses
2	× Boms: Empts: No. 3010 = 27. 9. 94	Olakkur Station Re-Leading the through siding
3	+ Boms: Empts: No. 941 = 6. 7. 91	Villupuram Station Tools & Plant Machinery
4	+ S.E.R. G. I. No. 194 R.C. = 23.2.94 of 1894	Additional Staff quarters for Co: accomm
5	× Boms: Empts: No. 3147 = 16. 10. 94	Cuddalore New Town station Proposed additions to Station House & providing Washing Sheds
6	+ Boms: Empts: No. 2490 = 17. 9. 94	Chidambaram Station Increasing Waiting accommodation
7	+ S.E.R. G. I. No. 277 R.C. = 21.3.93 of 1893.	Mayaveram Station Enlarging the Station in Consequence of the with M. & S. Railway
8	+ Boms: Empts: No. 2237 = 16. 7. 94	Purchase & erection of Lanyore steam p for supplying running Engines with Wa Washing out purposes
9	+ Boms: Empts: No. 3295 = 24. 10. 94	Removing existing P. Way Inspectors Store Sto. Sheds running Bungalow
10	× Boms: Empts: No. 3249 = 26. 9. 94	Naraingapet Station Re-Leading through siding

List of Open Capital Sanctions fo

Serial No.	Authority.	Works.
		Division of. Albany Line. Albadras to L
11	Boms: Empts: No. 3270 = 28. 10. 94	Papanasam Station Re-Leading the through siding
12	Boms: Empts: No. 3273 = 28. 10. 94	Ayyampet Station Re-Leading the through siding
13	Boms: Empts: No. 2548 = 14. 8. 94	Lanjore Station Laying as dead end siding
14	Boms: Empts: No. 1760 = 13. 12. 91	Providing a steam pump & Shed
		Villupuram Pondicherry Branch
15	Boms: Empts: No. 3267 = 28. 10. 94	Valavanur Station Connecting the Layout with the Provis
		Trivalur Chingalpattu Road
16	M. & S. O. No. 1042 R. 10. 8. 91	Chingalpattu Station Providing accommodation for a Dispe an Apothecary
17	M. & S. O. No. 120 R. 1. 2. 94	Erecting Certain additions & alteratio Central Stores Office, including the addi an Upper Storey
18	Boms: Empts: No. 760 = 16. 2. 94	Examining pit sinking & Engine lift
		Trivalur station
19	+ S.E.R. G. I. No. 449 R.C. = 2. 5. 93 of 1893.	Enlarging the Station to provide accommodation M. & S. Railways
	Boms: Empts: No. 2236 = 16. 7. 94	Providing a Store Room & Office for P. Way. Insp

List of Open Capital Sanctions fo

Serial No.	Authority.	Works.
		Division 12, Main Line Tanjore to
		Tiruvarambur Station
21	Comm: Engrs: No. 3021 of 27.9.94	Lengthening the through siding & platfor
		Srirangam Loop Station
22	M. G. O. No. 1370 R. 17.11.93	Constructing 2 double blocks of Qr
		Station Quarters & Cleaners
23	Comm: Engrs: No. 208 - 19.1.95	Converting a portion in the north west
		Carpenters shed at the Engineering W
		& Ticket printing Office
24	Comm: Engrs: No. 371 - 2.2.95	Converting a portion of the north wes
		Carpenters shed at the Engineering W
		Telegraph Workshop & Medical Stores
		Kolatur South Station
25	Comm: Engrs: No. 2470 - 6.8.94	Lengthening the through siding & Length
		Platform
		Vaigunthet Station
26	Comm: Engrs: No. 2560 - 23.8.94	Lengthening the through siding & Leng
		raising Platforms
		Ayyalur Station
27	Comm: Engrs: No. 2671 - 30.8.94	Lengthening the through siding
28	Comm: Engrs: No. 170 - 17.1.95	Providing a Safety siding
		Sholavandan Station
29	Comm: Engrs: No. 3017 - 27.9.94	Lengthening through siding
		Ambaturai Station
30	Comm: Engrs: No. 3745 - 29.11.94	Lengthening through siding & raising the pla

List of Open Capital Sanctions fo

Serial No.	Authority.	Works.
		Division B. Main Line Lunuwa to Ka
31	Comm: Engrs: No. 3167 of 14.10.94	Kummayanayakanwe Station Proposed additions & Alterations to Station providing a 3rd Class Waiting shed
32	M. L. O. No. 3706 R 14.11.92	Madurawa Station. Laying pipes to the Staff quarters, Pump Well Raising Tank House
33	Comm: Engrs: No. 3374 of 28.10.94	Veyangoda Station Extending through siding
34	Comm: Engrs: No. 388 of 4.2.95	Constructing a siding from the Main Line adjacent Cotton Press of Messrs. Lalli & Sons Station
35	Comm: Engrs: No. 27 of 13.2.95	Constructing a siding from the Loop Cotton Press of Messrs. Lalli Brothers
36	Comm: Engrs: No. 664 of 31.5.92	Kadigamuwa Station. Additional Tank House
37	M. L. O. No. 1347 R. 4.11.93	Kumarapuram Station Constructing Permanent Station arrang Archives of Roads Branch
38	Comm: Engrs: No. 1657 of 29.8.94	Pattiyawatta Station Extending the through siding
		Division A. Villupuram to Dharmap
39	Comm: Engrs: No. 3912 of 25.9.94	Veeralipuram Station Extending a 6ft Rail Covered Irrigation under goods approach
40	Comm: Engrs: No. 630 of 19.6.94	Kuruvikulakottai Station Construction of a short dead end Safety Sidi

List of Open Capital Sanctions

Serial No.	Authority.	Works.
		Pakala Nellore Section
41	S.E. I. No 104 R.C. 7.2.1.2.95 I.V.D. Telegraphic intimation from the Comm: Engr: of Sanction of Government of India 1894-95	Pakala Station Staff quarters
		Nellore Station
42	Comm: Engrs: No 2134 - 7.7.94	Latrines for Staff quarters
		Kendod Station
43	Comm: Engrs: No 3772 - 29.10.94	Lining an additional 20' diameter d
		General Work
44	Comm: Engrs: No 915 - 27.5.94	Double faced platform Clock at 6 St
45	Mc. S. O. No 397 R. 12.2.91	Shifting existing distant signals fro Points at 100 Stations
46	Comm: Engrs: No 1335 - 20.4.94	Alterations to Jabs of 73 Water Colu different Stations
47	Comm: Engrs: No 1845 - 13.6.94	Inserting Iron bars in the Ticket Ab Station houses
48	Comm: Engrs: No 6110 - 19.6.94	Inserting Iron bars in the Window fra Station Masters Bungalows
49	Mc. S. O. No 3818 R - 6.7.94	Raising the overhead bracings of the Bridg Pennigh, Goddelam, old Vellar, old Ko Modipe
50	Comm: Engrs: No 2390 - 20.7.94	Additional Land required South west Offices at Srichimpoly Line
51	Comm: Engrs: No 3134 - 11.10.94	Providing Up & down stream Curtain W Taffrow for 40 ft Arch Bridge at 244
52	Comm: Engrs: No 3640 - 21.11.94	Constructing 1.10 ft Girder Bridge in a Flat at 4. 391 Miles
53	Comm: Engrs: No 372 - 2.2.95	Constructing a 20 ft Span Bridge in lieu existing 60 ft Span Opening at Mile 402 Kunnarapuram

(R) F

List of Open-Capital Sanctions f

Serial No.	Authority.	Works.
		General Works Continued
54	Comm: Cirs: No. 641 of 22.2.95	Sixo Portable booking Offices required
55	Comm: Cirs: No. 366 of 2.2.95	Substituting w Shrub pale fence for Wire fences on the lands of the east Kusbah Villages at Vellore
56	M. G. O. No. 28 R. of 21.1.95	Demarcating the Company's Lands on the Line with the boundary stones thro S. I. R. proper
57	M. G. O. No. 133 R. 6.3.95	Construction of temporary stations at at Mile 104 Main Line
58	159 R of 94 G. I. No. 105 R. C. 21.2.95 G. O 132 R 16.3.95	Fencing the Line & fitting bank protec 1 1/2 Miles
		Rollingstock
59	M. G. O. 220 R. 23.11.91	Supplying all B. et. S. Vehicles w Chains
60	2 of 1892 R G. I. No. 155 R. C. 22.1.94	For one Covered Goods Wag
61	2 of 1892 R G. I. No. 279 R. 19.9.94	Fitting automatic Vacuum brake gear Engines & 100 Bogie Coaching Vehicles
		Additional Rollingstock
62	2 of 1892 R G. I. No. 347 R. 22.12.94	20 First and Second Class Composite Carria
		40 Third Class Bogie Carriages
		Fitting Vacuum brake gear to 73 Additiona Two Carriage Wag: Stock brake gear wi for fifty ordinary 4 Wheeled Coaches
63	6 of 1893 R G. I. No. 439 R. S. of 11.12.93	Brake gear & fitting for 1st brake vans Brake gear with pipes complete for 4 32 ft long
		Brake gear with pipes complete for 4 22 ft long

List of Open Capital Sanctions

Sec. F No.	Authority.	Works	Date of last action
	G. O. No. 684 R. of 18.12.94	Construction of 2 additional Oils	
	G. O. No. 726 R. 23.12.94	Constructing 2 Engineers Inspection	
	G. O. No. 694 R. 15.12.94	Constructing 2 additional Pumps	

The date in this book in the Column headed "Present date when desire the remarks against which they are made, to be written will be 31st March 1895

Chief Auditors Office
30th March 1895

Examiner of Accounts

Sheet No. 1

Recd

List of open Capital Sanctions

for Quarter Ending 30th June 1895.

RAILWAY CO., LD.

Quarter Ending 30th June 189[illegible].

...ould be applied for at least one month before lapse of sanction.

...ed to be accompanied by explanation of delay and dealt with at Official Committee at which the Consulting Engineer,

...d during the quarter.

	Sanctioned Amount.			Expenditure as per Audit Books at end of 31-12-94			Present date when sanction lapses
	Indian.	English.	Total.	Indian.	English.	Total.	
Surjord							
Bungalow	1761 . .	669 . .	2430 . .	" " "	. . .	" . .	30. 4. 95
	344 . .	996 . .	1342 . .	44 12 3	948 14 .	993 11 3	26. 4. 95
	20 . .		20 . .				
	. . .	4353 . .	4353 . .	. . .	. . .	. . .	30. 6. .
Lution	37440 . .	31020 . .	68460 . .	11710 11 11	13122 7 7	24833 3 6	14. 12. 95
	408 . .	167 . .	575 . .				
w 3rd class	1951 . .	1443 . .	3394 . .	211 9 .	495 13 4	707 6 4	15. 4. 95
	32	20	150				
	907 . .	1371 . .	2278 . .	214 7 .	70 7 4	284 14 4	16. 4. 95
	210	271	333				
Junction	47955 . .	45444 . .	93399 . .	35371 14 2	56444 13 1	91816 11 3	29. 4. 95
	152	1507	1659				
ms required							
95 K	144 . .	4546 . .	4690 . .	. . .	. . .	. . .	15. 4.
Offices K	936 . .	941 . .	1877 . .	150 14 9	407 13 4	558 12 1	22. 4. 95
	50	50	100				
	441 . .	1154 . .	1595 . .	14 4 .	1218 15 9	1233 . 9	25. 5. 95
	110		110				

(R) F

Sheet No. 2

Quarter Ending 30th June 189✓.

	Sanctioned Amount.			Expenditure as per Audit books at end of 31.12.94			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
...ing Boats							
	760	1020	1780	11 10	290 9 4	302 3 4	22.4.95
	720	923	1643	9 14 6	227 9 4	237 7 10	22.4.95
	200	1149	1349	101 4	1141 4 1	1242 8 1	19.4.95
	88	2422	3710	95 11	3442 3	3537 6 2	31.12.95
Line	174	844	1018	12	131 14 11	143 14 11	22.4.95
to							
...ways &	5492	1691	7183	1175 17	12 17 9	1188 14 4	31.3.96
...ns to the	5812	1590	7402	4601 12 7	2041 11 4	6643 7 11	31.12.95
...tion of			1001				
	1316	3417	4733				17 9.95
for	19041	44362	63403	46539 14 2	40793 2 8	87333 10 10	31.12.95
	1400	537	1937	3 17 4	65 17 6	69 11 10	17.4.95

Quarter Ending 30th June 189√.

Chub No. 3

	Sanctioned Amount.			Expenditure as per Audit books at end of. 31-12-94			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
Theorin							
	1246 . .	1931 . .	3217 . .	272 . .	847 . 1	1119 . 1	26. 4. 9√
	5	2					
uters for	4710 . .	1950 . .	6660 . .	3920 A 10	2087 11 11	6008 A 9	31. 7. 9√
end of the							
Workshop, with	871 . .	676 . .	1547 . .	. . .	. . .	. . .	14. 11. 9√
	27		27				
& end of							
Workshop with	1096 . .	714 . .	1810 . .	. . .	. . .	. . .	1. 2. 96
	16		16				
ning 2ft	330 . .	870 . .	1200 . .	130 4 6	1043 1 7	1173 6 1	√. √. 9√
	6		6				
bye and	990 . .	1495 . .	2485 . .	265 12 .	385 . 2	650 12 2	22. √. 9√
	12 .	23 .	35 .				
	370 . .	963 . .	1333 . .	24 13 .	723 13 7	748 6 7	24. 4. 9√
	14		14				
	1 . .		1 . .	. . .	. . .	. . .	16. √. 9√
	100 . .	100 . .	200 . .				
	720 . .	1023 . .	1743 . .	. . .	317 3 .	317 3 .	26. 4. 9√
	7		7				
Yarrow	1177 . .	1154 . .	2331 . .	. . .	. . .	. . .	24. √. 9√
	14		14				

Quarter Ending 30th June 1895.

Sheet No. 4

	Sanctioned Amount.			Expenditure as per Audit books at end of 31.12.94			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
Lands							4
Roads and	602	1543	2145		17 13 7	17 13 7	14.4.95
Bridges	1322	4440	5762	703 11 11	6063 7 1	6767 6 11	21.7..
Buildings	592	800	1392		269 2 9	269 2 9	22.4.95
Tools and Plant	355	1700	2145	To be borne by Govt.			3.5.95
Establishment	84	202	286	To be borne by Union			
	439	1990	2429				
Contingencies	192	1019	1211	To be borne by Govt.			17.4.95
	417	819	1234	To be borne by Union			
Miscellaneous	3715	4458	8173	2497 12 2	201 7 3	2777 9 5	30.6.95
	11		11				
Irrigation	5704	6559	11663	3336 7 4	7024 10 3	8361 1 7	3.5.95
	56		56				
Navigation	324	1048	1372	18 9 6	695 7 3	714 9 9	28.4.95
	30		30				
Reserves							
Civil Works							
Miscellaneous	196	74	270	" " "	" " "	" " "	24.5.95
Suspense	1856	281	2137	" " "	" " "	" " "	18.4.95

Quarter Ending 30th June 189✓.

	Sanctioned Amount.			Expenditure as per Audit books at end of. 31-12-94			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
	6✓947	11✓04	7✓✓81				29.2.96 Will be entered hereafter.
	1✓40	29✓	1✓8✓	✓4 3 8	346 17 8	401 3 4	31.12.9✓
Co: Well	1✓49		1✓49				22.4.9✓
tutions	16✓	3✓32	3✓00	17 8	3✓72 13 3	3✓90 5 3	30.9.✓
w facing	210	✓✓73	✓✓83	24 1 8	3177 6 9	3201 8 ✓	31.12.✓
	✓✓20						
ms of	949	1022	1971		7 10 4	7 10 4	24.4.9✓
Windows of		2✓07	2✓07	9 10	21 8	31 2	12.4.9✓
ns of th		12✓7	12✓7		267 12	267 12	14.4.9✓
ds, Landaya	916	✓6✓✓	6604				31.9.96
lcroom,							
of Ground	202		202				31.9.9✓
alls, flooring	2221		2221				10.4.9✓
th 2 C.P.	11✓		11✓				
od opening	1601	✓✓7	2✓3✓				20.6.9✓
	7✓✓	143	9✓7				
of the	1✓✓✓	9✓7	2✓4✓				1.4.96
rees	1✓✓2	4✓6	2✓16				

Sheet No. 6.

Quarter Ending 30th June 1895.

	Sanctioned Amount.			Expenditure as per Audit books at end of 31/12/94			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
...r stations	...	1400	1400	...	...	...	22.5.95
...existing							
...ks of the	861	2147	3008	...	...	...	1.4.96
	190	141	331	...	...	...	
...ther sides of							
...gh out the	6161	...	6161	...	...	...	20.4.96
...Chundavoor	3724	2021	5745	...	...	...	1.5.96
	2424		2424				20.4.96
	Hobli		Hobli				Well be entered
...w the 2nd Trn	16333	41	16374	The allocation has subsequently been reduced by the Consulting Engineer on his 1115 of 1.4.95 to.			
	16333		16374				
	13589	708	14297			Total	
				Cash 16688 00	Stores 41 00	16659 00	
				13304 00	708 00	14012 00	
...th side	838	5712	6860	329 6 8	1544 11 10	1874 2 7	30.6.95
	76	1224	1300	...	...	...	6 months after receipt of material
to 20	8814	12760	137374	...	...	...	31.12.95
...ge	86000	134740	190740	37337 12 7	147998 10 10	185335 7 5	30.6.95
ge	106400	37320	143720	6300 8 9	43107 14 7	44004 4 4	31.12.95
...& Vehicles							
...th pipes	1000	2050	3050	...	...	...	31.12.95
	300	8400	8700	...	...	...	31.12.95
...carriages	160	1960	3120	...	...	...	31.12.95
carriages	80	1652	1732	...	...	...	31.12.95

(R) F a 3.

Quarter Ending 30th June 189 5. Sheet No. 7 Cash

	Sanctioned Amount.			Expenditure as per Audit Books at end of. 31.12.94			Present date when sanction lapses.
	Indian.	English.	Total.	Indian.	English.	Total.	
Truck	1616 . .	5632 . .	7248 . .	" " "	" " "	" " "	31.12.95
Freight	2094 . .	12906 . .	15000 . .	" " "	" " "	" " "	30.4.95
Rents	232 . .	5792 . .	6024 . .	" " "	" " "	" " "	30.6.95

Sanction to "Sanctioned Amount" are those to which the Chief Engineer's Notes: Unfinished works completed during the year.

Wedderburn.
Chief Auditor.

6

Railways Accounts

Abell
Agent

4

1 TO E. I. & S. R. 1761 35
LETTER NO. 366 DT. 19.4.95
SECTION A

(R) F. a. 3.

A

PUBLIC W[illegible] DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

letter from the Agent, S.I.Ry
forwarding th list of Open
pital sanctions South Indian
ilway for the quarter ending
th June 1895.

} H.E. No. 363 dy 19-4-95

Read

Ordered that the list of Open Capital sanctions, South Indian Railway, for the quarter ending the 30th June 1895, be forwarded to the Govt. of India

2. All cases of excesses over estimates are receiving attention.

The Agent, S.I.Ry
" Examiner, Ry Accounts, Madras

RSH
24/4/95

H.E. No. 303. R dy 24.4 - 1895

Read

DE[illegible]D
-9 MAY 95

(Forwarded.)

RSH
24/4/95

DR

WL/24/4

[illegible]

A

No. 302/303. Rdated 24.4.95

STATEMENT of late trains on the Madras Railway for the quarter ended the 31st December 1894.

Description.	October 1894.								November 1894.								December 1894.								
	Number of trains.	Late minutes.							Number of trains.	Late minutes.							Number of trains.	Late minutes.							
		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	
South-West line .. (Mail) ..	62	..	..	..	..	..	..	..	60	..	8	..	1	..	9	145	62	..	4	1	1	..	6	236	
Salem and Coimbatore .. (Mixed) ..	62	..	..	3	..	..	3	145	60	..	..	2	1	..	3	145	62	..	6	2	1	..	9	279	
Pódanúr and Calicut .. (Do.) ..	62	..	..	8	..	1	9	463	60	..	..	6	2	..	8	463	62	..	11	5	2	..	18	546	
Tirúr and Calicut .. (Do.) ..	62	..	..	..	..	..	..	..	60	..	..	2	..	..	2	..	62	..	2	1	1	..	4	70	
Madras and Méttupálaiyam (Passenger) ..	62	..	..	6	..	1	7	409	60	..	2	1	1	..	4	176	62	..	4	1	1	..	6	261	
North-West line .. (Mail) ..	62	..	1	..	..	..	1	25	60	..	..	1	..	..	1	50	62	..	..	..	..	..	..	..	
Madras & Raichur through (Passenger) ..	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	
Do. do. (Mixed) ..	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	1	..	..	..	1	37	
Bangalore Branch .. (Mail) ..	62	..	..	1	..	1	2	341	60	..	1	..	..	..	1	319	62	..	1	..	..	..	1	75	
Do. do. .. (Passenger) ..	62	..	..	..	..	1	1	158	60	..	..	1	..	..	1	75	62	..	1	..	..	..	1	28	
Nilgiri do. .. (Mail) ..	62	..	..	..	..	..	..	..	60	..	1	..	..	..	1	60	62	..	1	..	..	..	1	60	
Total ..	682	..	1	18	..	4	23	1,541	660	..	6	12	4	..	22	1,528	682	..	28	10	5	1	44	1,680	

Description.	December 1894.								Average for the quarter.
	Number of trains.	Late minutes.						Percentage of late trains.	
		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.		
South-West line .. (Mail) ..	62	..	4	1	1	..	6	9·68	5·45
Salem and Coimbatore .. (Mixed) ..	62	..	1	5	1	..	6	9·68	6·51
Pódanúr and Calicut .. (Do.) ..	62	..	..	10	..	1	11	17·74	15·75
Tirúr and Calicut .. (Do.) ..	62	..	1	1	..	..	2	3·23	2·19
Madras and Méttupálaiyam (Passenger) ..	62	..	2	..	1	..	3	4·83	7·59
North-West line .. (Mail) ..	62	..	1	..	..	..	1	1·61	3·78
Madras & Raichur through (Passenger) ..	62	..	..	..	..	..	..	..	..
Do. do. (Mixed) ..	62	..	..	..	..	..	..	..	1·11
Bangalore Branch .. (Mail) ..	62	..	1	..	..	..	1	1·61	2·17
Do. do. .. (Passenger) ..	62	..	1	..	..	..	1	1·61	1·63
Nilgiri do. .. (Mail) ..	62	..	1	..	..	..	1	1·61	1·09
Total ..	682	..	10	20	5	1	36	5·28	4·30

MADRAS,
19th February 1895.

ORDER—dated 20th February 1895, No. 93 R., Public Works.

Recorded.

2. It is observed that during the quarter under review 4·30 per cent. of all trains on the Madras Railway ran late, being a slight improvement on the corresponding quarter in which the percentage was 4·78.

3. The unpunctuality is chiefly attributable to the following trains:—

South-West line (Mail).
Salem and Coimbatore (Mixed).
Pódanúr and Calicut (do.).
Madras and Méttupálaiyam (Passenger).

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. Shaik Kirim.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated February, 20th.

Recd. *Encl.*

G.O., 20th Feb. 1895, No. 93 R.

FEBRUARY.

Late Trains

The statement of — on the Madras Railway for the quarter ended the 31st December 1894, recorded with remarks.

STATEMENT of late trains on the Madras Railway for the quarter ended the ~~30th September~~ 31st December 1894.

Description.	~~October~~ November ~~1894~~. Number of trains.	Late minutes. 15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	~~September~~ December 1894. Number of trains.	Late minutes. 15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	Average for the quarter.
South-west line .. (Mail) ..	62	1	1	3	1	1	7	145	4.84	62	1	1	2	1	1	6	236	9.68	5.45
Salem and Coimbatore .. (Mixed) ..	62	1	1	8	1	1	12	483	16.11	62	1	1	2	1	1	6	279	4.68	6.57
Pódanúr and Calicut .. (Do.) ..	62	1	1	6	1	1	10	407	11.29	62	1	1	2	1	1	6	548	4.74	5.52
Tirúr and Calicut .. (Do.) ..	62	1	1	1	1	1	4	25	1.61	62	1	1	1	1	1	6	70	3.23	1.49
Madras and Mettupálaiyam (Passenger) ..	62	1	1	2	1	1	6	341	3.23	62	1	1	1	1	1	6	121	4.82	7.55
North-west line .. (Mail) ..	62	1	1	1	1	1	5	158	1.61	62	1	1	1	1	1	6	261	8.06	1.88
Madras & Raichur through (Passenger) ..	62	1	1	1	1	1	5	158	1.61	62	1	1	1	1	1	6	37	1.61	1.11
Do. do. (Mixed) ..	62	1	1	1	1	1	5	158	1.61	62	1	1	1	1	1	6	60	1.61	2.47
Bangalore Branch (Mail) ..	62	1	1	1	1	1	5	158	1.61	62	1	1	1	1	1	6	88	1.61	1.96
Do. do. (Passenger) ..	62	1	1	1	1	1	5	158	1.61	62	1	1	1	1	1	6	1680	5.23	4.30
Nilgiri do. .. (Mail) ..	62	1	1	1	1	1	5	158	1.61	62	1	1	1	1	1	6			
Total ..	682	11	11	25	11	11	69	2541	3.37	682	11	11	16	11	11	66	3144	4.24	

MADRAS,
~~14th November 1894.~~

~~15th November 1894, No. 615 R., Public Works.~~

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Statement of late trains, Madras Railway, for the quarter ended ~~30th September~~ 1894.

[*Statement.*

SOUTH INDIAN RAILWAY AGENT'S OFFICE

No. 6316

From

The Agent,

South Indian Railway.

Trichinopoly,

To

The Consulting Engineer

for Railways,

Madras.

Dated 17 December 1894

Received

No. 1221

Enclosure. — 1

The undersigned has the honor to forward herewith the Abstract and Return of late trains, on the South Indian and Mayavaram-Mutlupet Railways, for the month of October 1894.

Issued by Parcel

for Agent.

~~15TH NOVEMBER 1894, No. 615 R., PUBLIC WORKS.~~

Read the

Statement of lat

[Statement.

SOUTH INDIAN RAILWAY COMPANY AGENT MADRAS RAILWAY

SOUTH INDIAN RAILWAY.

including Mayavaram—Mutupet Section

ABSTRACT AND RETURN OF LATE TRAINS

for the month of October *1894.*

SOUTH INDIAN RAILWAY.

Return of late trains for the Month of October *1894.*

Down trains.

Date. 1894	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October 1	2	17 55	18 43	48	Time lost by Caution Signals, detained at meeting Stations and Rosfords.
	40	20 25	20 40	15	Time lost by Caution Signals.
	145	18 20	18 35	15	Time lost by Caution Signals.
3	40	20 25	21 13	48	Detained at meeting Stations and time lost by Caution Signals.
4	2	17 55	18 15	20	Time lost by Caution Signals.
	170	11 40	11 55	15	Detained at meeting Stations.
	234	17 30	18 2	32	Inwards train late in and Shunting.
5	2	17 55	18 11	16	Time lost by Caution Signals.
	234	17 30	17 46	16	Inwards train late in and time lost by Caution Signals.
6	2	17 55	18 11	16	Time lost by Caution Signals.
	40	20 25	21 10	45	Detained at meeting Stations, and time lost by Caution Signals.
7	2	17 55	18 10	15	Time lost by Caution Signals.
	40	20 25	21 0	35	Detained at meeting Stations and time lost by Caution Signals.

Up trains.

Date. 1894	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October 1	15	10 30	10 53	23	Time lost by Caution Signals and detained at meeting Stations.
	2 15	10 30	10 47	17	Detained at meeting Stations and waited on loco.
	41	13 30	13 50	20	Detained at meeting Stations & time lost by Caution Signals.
3	1	17 5	17 25	20	Shunting and time lost by Caution Signals.
	31	18 10	18 28	18	Time lost by Caution Signals and waited on loco.
	41	13 30	13 47	17	Time lost by Caution Signals and detained at meeting Stations.
4	1	17 5	17 46	41	Time lost by Caution Signals and detained at meeting Stations.
	15	10 30	10 45	15	Time lost by Caution Signals & Engine defective.
	31	18 10	18 28	18	Time lost by Caution Signals and waited on loco.
	41	13 30	13 57	27	Time lost by Caution Signals and detained at meeting Stations.
	153	20 5	20 21	16	Detained at meeting Stations.
	219	14 50	15 3	23	Detained at meeting Stations and time lost by Caution Signals.
	235	20 45	21 17	32	Inwards train late in and time lost by Caution Signals.
5	15	10 30	10 45	15	Time lost by Caution Signals.
	41	13 30	14 1	31	Detained at meeting Stations and time lost by Caution Signals.

RAILWAY.

Return of

Month of October 1894.

Down trains.								Up trains.							
Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	Date. 1894.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
October	7	90	21	55	22	16	21	Detained at meeting stations and Passengers.	October	5	43	19	5	21	18	133	Time lost, by Caution Signals, waited on loco, detained at Ammayanaickanur owing to the derailment of 18 goods at 330/16 Mile and at meeting stations.
		145	18	20	18	54	34	Detained at meeting stations and time lost by Caution Signals.			219	14	50	15	6	16	Detained at meeting stations, shunting, and time lost by Caution Signals.
		170	11	40	12	0	20	Detained at meeting stations.		6	15	10	30	10	45	15	Waited on loco & time lost by Caution Sigls
		234	17	30	17	49	19	Inwards train late in and time lost by Caution Signals.			31	18	10	18	30	20	Time lost by Caution Signals.
											41	13	30	13	53	23	Detained at meeting stations and time lost by Caution Signals.
	8	100	10	35	11	5	30	Detained at meeting stations and time lost by Caution Signals.		7	1	17	5	17	40	35	Detained at meeting stations and time lost by Caution Signals.
											15	10	30	10	45	15	Time lost by Caution Signals.
		145	18	20	19	5	45	Time lost by Caution Signals, detained at meeting stations & shunting.			41	13	30	14	0	30	Detained at meeting stations and time lost by Caution Signals.
											43	19	5	19	45	40	Time lost by Caution Signals and detained at meeting stations.
	9	2	17	55	18	43	48	Time lost by Caution Signals and detained at meeting stations.			97	12	10	12	28	18	Time lost by Caution Signals and detained at meeting stations.
		40	20	25	21	10	45	Detained at meeting stations and time lost by Caution Signals.			153	20	5	20	20	15	Detained at meeting stations.
											219	14	50	15	9	19	Detained at meeting stations and time lost by Caution Signals.
		145	18	20	18	54	34	Detained at meeting stations and time lost by Caution Signals.			235	20	45	21	10	25	Inwards train late in, shunting and time lost by Caution Signals.
										8	1	17	5	17	23	18	Detained at meeting stations and time lost by Caution Signals.
		234	17	30	17	51	21	Inwards train late in and time lost by Caution Signals.			41	13	30	13	53	23	Detained at meeting stations and time lost by Caution Signals.
										9	1	17	5	18	0	55	Waited on loco, time lost by drivers & Caution Signals.

RAILWAY.

Return of

Month of October 1894.

Down trains.								Up trains.							
Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
October	10	2	17	55	18	43	48	Time lost by Caution Signals and detained at Meeting Stations.	October	9	41	13	30	14	0	30	Shunting, time lost by Caution Signals and drivers.
		90	21	55	22	30	35	Detained at Meeting Stations and time lost by Caution Signals.			219	14	50	15	11	21	Detained at Meeting Stations, Shunting and time lost by Caution Signals.
		145	18	20	18	54	34	Time lost by Caution Signals and detained at Meeting Stations.			235	20	45	21	10	25	Inwards train late in and time lost by Caution Signals.
		234	17	30	17	45	15	Inwards train late in and time lost by Caution Signals.		10	1	17	5	17	20	15	Time lost by Caution Signals.
	11	2	17	55	18	43	48	Detained at Meeting Stations and time lost by Caution Signals.			15	10	30	10	47	17	Time lost by Caution Signals and waited on for co.
		40	20	25	20	45	20	Detained at Meeting Stations and time lost by Caution Signals.			41	13	30	13	56	26	Detained at Meeting Stations and time lost by Caution Signals.
		145	18	20	18	54	34	Detained at meeting Stations and time lost by Caution Signals.			169	11	45	12	0	15	Waited at Spicky for the arrival of No 31 mail from Madras
	12	90	21	55	22	15	20	Detained at Meeting Stations and time lost by Caution Signals.			219	14	50	15	5	15	Detained at Meeting Stations and time lost by Caution Signals.
		234	17	30	17	50	20	Inwards train late in and time lost by Caution Signals.			235	20	45	21	1	16	Inwards train late in & time lost by Caution Signals.
	14	2	17	55	18	43	48	Detained at Meeting Stations and time lost by Caution Signals.		11	1	17	5	17	20	15	Detained at Meeting Stations and time lost by Caution Signals.
											15	10	30	10	48	18	Time lost by Caution Signals and waited on for co.
											41	13	30	13	47	17	Detained at Meeting Stations and time lost by Caution Signals.
										12	41	13	30	13	45	15	Detained at Meeting Stations and time lost by Caution Signals.
											235	20	45	21	10	25	Inwards train late in and time lost by Caution Signals.
										13	41	13	30	13	47	17	Detained at Meeting Stations and time lost by Caution Signals.
										14	1	17	5	17	40	35	Detained at Meeting Stations and time lost by Caution Signals.

Return of late trains.

Down trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October 14	40	20 25	20 55	30	Detained at meeting stations and time lost by Caution Signals.
	234	17 30	18 5	35	Inwards train late in and time lost by Caution Signals and Shunting.
16	2	17 55	18 43	48	Detained at meeting stations and time lost by Caution Signals.
	40	20 25	21 25	60	Detained at meeting stations, time lost by Caution Signals & Shunting.
	145	18 20	18 54	34	Time lost by Caution Signals and detained at meeting stations.
	220	15 5	16 21	76	Detained at meeting stations and time lost by Caution Signals.
17	2	17 55	18 43	48	Detained at meeting stations and time lost by Caution Signals.
	90	21 55	22 10	15	Time lost by Caution Signals and driver and Shunting.
	214	12 30	12 50	20	Time lost by Caution Signals and driver and detained at meeting stations.
	234	17 30	17 54	24	Inwards train late in and time lost by Caution Signals.

Up trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October 14	41	13 30	14 13	43	Detained at meeting stations and time lost by Caution Signals.
	153	20 5	20 20	15	Detained at meeting stations.
	219	14 50	15 17	27	Detained at meeting stations and time lost by Caution Signals.
	235	20 45	21 15	30	Inwards train late in and time lost by Caution Signals.
15	15	10 30	10 45	15	Time lost by Caution Signals and waited on loco.
	41	13 30	13 58	28	Detained at meeting stations and time lost by Caution Signals.
	43	19 5	19 33	28	Time lost by Caution Signals.
	169	11 45	12 0	15	Waited at Puebla J. for the arrival of No. 31 Mail from Madrid.
	219	14 50	15 7	17	Detained at meeting stations and time lost by Caution Signals.
16	1	17 5	17 47	42	Detained at meeting stations and time lost by Caution Signals.
	41	13 30	14 55	85	Shunting, detained at meeting stations and time lost by Caution Signals.
	179	17 40	17 57	17	Detained at meeting stations and time lost by Caution Signals.
	213	23 50	0 25	35	Stoppage of train at 9 26/17 mile between Kalikerry & Siler & running 5 miles an hour owing to the line being unsafe.
	223	16 30	16 46	16	Detained at meeting stations.
17	1	17 5	17 46	41	Shunting, detained at meeting stations and time lost by Caution Signals.
	31	18 10	18 25	15	Detained at meeting stations and time lost by Caution Signals.
	41	13 30	14 8	38	Detained at meeting stations and time lost by Caution Signals.

Return of late trains.

Down trains.

Date. 1894	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October 18	2	17 55	18 42	47	Detained at meeting stations and time lost by Caution Signals.
	145	18 20	19 39	79	Detained at meeting stations and time lost by Caution Signals.
	234	17 30	17 51	21	Inwards train late in and time lost by Caution Signals.
19	2	17 55	18 47	52	Detained at meeting stations, time lost by Caution Signals & Shunting.
	145	18 20	18 54	34	Detained at meeting stations and time lost by Caution Signals.
	234	17 30	17 46	16	Inwards train late in, Shunting, and time lost by Caution Signals.
20	2	17 55	18 43	48	Time lost by Caution Signals and detained at meeting stations.
	40	20 25	21 10	45	Detained at meeting stations and time lost by Caution Signals.
	100	10 35	11 0	25	Detained at meeting stations and time lost by Caution Signals.
	234	17 30	18 0	30	Inwards train late in and time lost by Caution Signals.

Up trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
October 17	107	11 50	12 10	20	Shunting at Ramsgreave for the Preston & Clitheroe Passing Train and for traffic
	219	14 50	15 13	23	Detained at meeting stations, Shunting and time lost by Caution Signals.
	235	20 45	21 6	21	Inwards train late in and time lost by Caution Signals.
18	1	17 5	18 0	55	Detained at meeting stations and time lost by Caution Signals.
	41	13 30	14 0	30	Detained at meeting stations and time lost by Caution Signals.
	219	14 50	15 9	19	Detained at meeting stations, Shunting and time lost by Caution Signals.
	235	20 45	21 17	32	Inwards train late in and time lost by Caution Signals.
19	1	17 5	17 20	15	Time lost by Caution Signals.
	15	10 30	11 10	40	Time lost by Caution Signals and detained at meeting stations.
	41	13 30	13 50	20	Detained at meeting stations and time lost by Caution Signals.
	235	20 45	21 2	17	Inwards train late in and time lost by Caution Signals.
20	1	17 5	17 25	20	Time lost by Caution Signals and detained at meeting stations.
	15	10 30	11 10	40	Detained at Meeting stations, time lost by Caution Signals & waited on Loco.
	31	18 10	18 54	44	Time lost by Caution Signals, detained at meeting stations & waited on Loco.
	41	13 30	14 7	37	Detained at meeting stations, time lost by Caution Signals.
	43	19 5	19 44	39	Time lost by Caution Signals, waited on Loco and detained at meeting stations.

Return of late trains.

Down trains.

Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
October	21	2	17	55	18	44	49	Detained at meeting Stations and time lost by Caution Signals.
		40	20	25	21	20	45	Detained at meeting Stations and time lost by Caution Signals.
		145	18	20	18	57	37	Time lost by Caution Signals and driver and detained at meeting Stations.
		234	17	30	17	47	17	Inwards train late in and time lost by Caution Signals.
	22	2	17	55	18	43	48	Detained at meeting Stations and time lost by Caution Signals.
		40	20	25	21	5	40	Detained at meeting Stations and time lost by Caution Signals.
		145	18	20	19	45	85	Time lost by Caution Signals, waited on Loco, detained at meeting Stations and Shunting.
		234	17	30	18	0	30	Inwards train late in and time lost by Caution Signals.
	23	2	17	55	18	52	57	Detained at meeting Stations and time lost by Caution Signals.

Up trains.

Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
October	20	153	20	5	20	21	16	Detained at meeting Stations.
		219	14	50	15	20	30	Detained at meeting Stations and time lost by Caution Signals.
		235	20	45	21	17	32	Inwards train late in and time lost by Caution Signals.
	21	1	17	5	17	25	20	Detained at meeting Stations and time lost by Caution Signals.
		31	18	10	18	30	20	Time lost by Caution Signals.
		41	13	30	13	59	29	Detained at meeting Stations and time lost by Caution Signals.
		219	14	50	15	10	20	Detained at meeting Stations, waited on Loco and time lost by Caution Signals.
		235	20	45	21	2	17	Inwards train late in and time lost by Caution Signals.
	22	1	17	5	17	46	41	Detained at meeting Stations and time lost by Caution Signals.
		41	13	30	14	10	40	Detained at meeting Stations and time lost by Caution Signals.
		43	19	5	19	48	43	Time lost by Caution Signals and detained at meeting Stations.
		107	11	50	12	12	22	Time lost by Caution Signals & Shunting.
		153	20	5	20	21	16	Detained at meeting Stations.
		179	11	40	18	2	22	Detained at meeting Stations and time lost by driver.
		219	14	50	15	19	29	Detained at meeting Stations, Shunting and time lost by Caution Signals.
		235	20	45	21	12	27	Inwards train late in and time lost by Caution Signals.
	23	1	17	5	17	55	50	Detained at meeting Stations and time lost by Caution Signals.

RAILWAY.

Return of

Month of October 1894.

Down trains.								Up trains.							
Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
October	23	40	20	25	21	10	45	Detained at meeting stations and time lost by Caution Signals.	October	23	15	10	30	10	50	20	Time lost by Caution Signals & waited on Loco.
											31	18	10	18	30	20	Time lost by Caution Signals & waited on Loco.
		110	0	35	0	50	15	Detained at meeting stations and time lost by Caution Signals.			41	13	30	14	21	51	Detained at meeting stations, time lost by Caution Signals & driver and waited on Loco.
		145	18	20	19	39	79	Time lost by Caution Signals & driver and detained at meeting stations.			43	19	5	19	43	38	Time lost by Caution Signals.
											169	11	45	12	0	15	Waited at Trichy J for the arrival of Pr. 31 mail from Madras.
		170	11	40	11	55	15	Time lost by Caution Signals and detained at meeting stations.			179	17	40	18	10	30	Detained at meeting stations.
											219	14	50	15	26	36	Detained at meeting stations and time lost by Caution Signals.
		234	17	30	18	1	31	Inwards train late in and time lost by Caution Signals.			235	20	45	21	22	37	Inwards train late in, shunting and time lost by Caution Signals.
										24	1	17	5	18	0	55	Detained at meeting stations and time lost by Caution Signals.
24	2	17	55	18	51	56		Detained at meeting stations and time lost by Caution Signals.			15	10	30	10	45	15	Time lost by Caution Signals and waited on Loco.
											41	13	30	14	10	40	Detained at meeting stations and time lost by Caution Signals.
		110	0	35	0	53	18	Detained at meeting stations and time lost by Caution Signals.			141	4	10	4	29	19	Time lost by driver, waited on Loco and shunting.
		145	18	20	19	53	93	Detained at meeting stations, time lost by Caution Signals & driver and shunting.			153	20	5	20	24	19	Detained at meeting stations.
											201	15	55	16	25	30	Detained at meeting stations.
		208	17	3	17	33	30	Inwards train late in.			205	18	35	19	5	30	Inwards train late in.
		234	17	30	18	4	34	Inwards train late in & time lost by Caution Signals.			219	14	50	15	22	32	Detained at meeting stations, shunting and time lost by Caution Signals.
											235	20	45	21	17	32	Inwards train late in and time lost by Caution Signals.
										25	1	17	5	17	46	41	Detained at meeting stations and time lost by Caution Signals.