

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 522 R

DATED 15th August

[Despatch Abstract.]

Magari Station, Madras Railway. — Received

Estimate of Rs 7,424 for interlocking the points
and signals at —, sanctioned.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

1611 AUGUST 1895, No. 522 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Officiating Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 31st July 1895, No. 8539/687.

With reference to G.O. No. 18 R., dated 10th January 1894, sanctioning an estimate, amounting to Rs. 7,500, for interlocking the points and signals at Nagari, I have the honour to forward herewith a revised plan (No. 5293) and estimate for the above work and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 9,424, chargeable in the proportion of Rs. 9,292 to Capital and Rs. 132 to Revenue.

2. The submission of the revised estimate has been rendered necessary by the laying of a new cross-over road at Nagari, which has caused a difficulty in connection with the interlocking arrangements as stated in the enclosed extract from a letter from the Chief Engineer, and our Traffic Manager is unable to agree to the removal of this cross-over road.

3. The matter was discussed at a meeting of officers held in my office on the 9th January last and was approved.

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

ENCLOSURE.

EXTRACT from a letter from the Chief Engineer, to the Agent and Manager, Madras Railway,
dated 22nd February 1895, No. 189 C.

Para. 1.—I beg to advise you that a difficulty has arisen in connection with the interlocking apparatus (hydraulic) received for Nagari station from Messrs. Saxby and Farmer, London. The apparatus was made to suit the plan of the station which accompanied the indent on the 26th September 1893, but the new cross-over road, which was sanctioned and inserted in March 1894, involves the control of an additional set of points on the through siding, and the interlocking frame as received will not admit of the necessary modification being made in India with a view to include the extra lever required.

3. It is found the interlocking frame is self-contained and all the levers are fixed in position in long continuous castings in one piece which cannot be in any way altered in this country. On reference to Mr. Punter, the Inspector of Points and Signals, he states that it will be necessary to return the frame of hydraulic apparatus to Messrs. Saxby and Farmer, as new front and back castings, bottom plates and locking trough will have to be provided.

4. It is to be regretted that this frame was not so designed that one or two additional lovers could be at any time added if necessary and embodied in the interlocking frame, as it is understood is usually done when interlocking frames of this description are supplied for stations on English Railways.

5. It was not anticipated that this difficulty would arise when the cross-over road was inserted but it is evident now that the frame cannot be utilized without alterations by the makers.

ORDER—dated 15th August 1895, No. 522 R., Public Works.

The revised estimate amounting to Rs. 9,424, chargeable in the proportion of Rs. 9,292 to Capital and Rs. 132 to Revenue, for interlocking the points and signals at Nagari, is sanctioned.

2. This sanction has been registered as No. 15 R. of 1895-96 and is in supersession of that registered as No. 27 R. of 1893-94 in G.O. No. 18 R., dated 10th January 1894.

(True Extract.)

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

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.

RAILWAY.

Govt. of Madras.
PUBLIC WORKS.

Dated August, 15th.

Recd.

Encl.

G.O., 15th Aug. 1895, No. 522 R.

AUGUST.

Nagari Station, Madras
Railway

Revised estimate of Rs. 9,424 for interlocking the points and signals at —, sanctioned.

Extract from a letter from the Chief Engineer to the Agent and Manager N.C./189 dated 22nd February 1895.

Para 1. I beg to advise you that a difficulty has arisen in connection with the interlocking apparatus (hydraulic) as received for Nagari Station from Messrs. Satchy and Farmer, London. The apparatus was made to suit the plan of the station which accompanied the indent on the 26th Sept. 1893, but the new cross over road which was sanctioned and inserted in March 1894 involves the control of an additional set of points, on the through siding and the interlocking frame as received will not admit of the necessary modification being made in India with a view to include the extra lever required.

3. It is found the interlocking frame is self contained and all the levers are fixed in position in long continuous castings in one piece which cannot be in any way altered in this country. On reference to Mr. Punter, the Inspector of Points and signals, he states that it will be necessary to return the frame of hydraulic apparatus to Messrs. Satchy and Farmer as new front and back castings, bottom plates and locking trough will have to be provided.

4. It is to be regretted that this frame was not so designed that one or two additional levers could be at any time added if necessary and embodied in the interlocking frame, as it is understood is usually done when interlocking frames of this description are supplied for stations on English Railways.

5. It was not anticipated that this difficulty would arise when the cross over road was inserted but it is evident now that the frame cannot be utilized without alterations by the makers.

/ True Extract

Edwards.

Offg. Agent & Manager.

A. no. 522 R of 15 August 1895

(A. 20. 1.)

3 Enclosures

No 8539

187

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 31st July 1895.

From

The offg. Agent and Manager,

Mr. R. G. [Signature]

To

The Consulting Engineer for Railways,

Madras.

SIR,

With reference to G. O. No. 15 R, dated 10th January 1894, sanctioning an estimate amounting to Rspees 7,500/- for interlocking the points and signals at Nagari, I have the honour to forward herewith a revised plan (No. 3293) and estimate for the above work and to request that the sanction of Government may be conveyed to me for the required outlay, Rspees 9,124/-, chargeable in the proportion of Rspees 9,292/- to Capital and Rs 132/- to Revenue.

2. The submission of the revised estimate has been rendered necessary by the laying of a new cross-over road at

Nagari

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687 31-7-95
A.M.

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MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

No.

Recd.

Filed

To

From

A. no. 522 R of 15 August 1905

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Printed Letter from the Agent & Manager Madras Ry } H.L. no. 8539 of 31st July 1895.
607

The revised estimate amounting to Rs 9,424 chargeable in the proportion of Rs 9,292 to Capital and Rs 132 to Revenue, for interlocking the points and signals at Nagari, is sanctioned.

2. This sanction has been registered as No 15 R of 1894-95 and is in supersession of that registered as No 27 R of 1893-94 in G.O. No. 18 R of 10 June 1894.

DESP
27 AUG 95

*To the Agent and Manager
- E. S. Ry. Secy*

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no. 522 Ra 15' August 195