

Public Works
~~Marine~~ (1896) Department.

G.O., No. 1013 ¹⁴ R

DATED 4 December
1896

[Despatch Abstract.]

Schedule of demands: Ordered that the — (capital)
marasannur Section of the B. M. R. for the year
1897-98 be forwarded to the Govt. of India.

Forwarded

10/12
[2.11.10-10-10]

9/12

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

No 1013. Dated 4.12.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent
of Managers M. Ry. } H. S. N^o $\frac{9139}{1077}$ of 1st Decr. 1896

Ordered that the
Schedule of demands
(Capital) Madras Income
Section of the Bangalore
Madras Railway for the
year 1877-78, be forward-
ed to the Govt of India.
H. S. No. 1014. R 94 Dec 1876

To
The Secretary
to the Govt. India
P. B. D.

Life

With reference to para-
graph 4 of Bmt of India
circular N^o 12 Ry of 21st
Oct 1890, I am directed

to forward herewith the
Schedule of demands (copy)
Madras - Enam Station
of the Bangalore & Madras Railway for the year
1897-98.

YHS 3/12

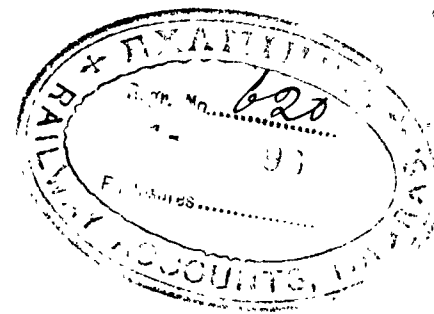
YHS R
2-12-96

Documents accompanying:-
Schedule of demands
referred to

Bf. NO 1013
1014 dated 4.12.96

W.
3/12

Form No. 21.
509-5-3-96.



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 1st December 1896.

No. 3821.

OFFICE NOTE.

Letter from the Agent, Manager Madras Railway, No. $\frac{9139}{1077}$
dated 1st December 1896, forwarded to the Examiner of Railway
Accounts for remarks.

C.M. 1/12
for E. R.

W.
1/12

EXAMINER'S REPLY.

The Schedule of Demands as
now revised may go forward
to the Government of India
for sanction, if the demand
is approved of.

C. R.

2/12
96

2.12

Bezwada-Madras Railway
Madras-Ennore Section

Schedule of Demands for Capital outlay on "Construction Works" and "Stores transactions" during the year 1897-98

	Cash	Stores	Total
	Rs	Rs	Rs.
Works—			
Works in progress ...	"	"	"
New works:—			
(a) Sanctioned as per App: A.	"	"	"
(b) Not sanctioned — do-B.	17.000	—	17.000
(c) Lump sum for works cooling under Rs.5000 each ...	13.000	—	13.000
Reserve for unforeseen works	"	"	"
Total "Works"	30.000	—	30.000
Stores—			
Stores transactions as per App: C.	"	"	"
Net Demand for Indian Outlay	"	"	30.000
Amount required to cover In- debts on England. ...	"	"	"
Total Demand			30.000

Appendix B.

To the Schedule of Demands on Capital Account for
the year 1897-98

	Cash.	Stores	Total
	Rs	Rs	Rs
New Works			
(b) Not sanctioned			
Extension of Through Siding at Washet maipet	3800	4000	7800
Extension of Through Siding at Tondiar pettai	3200	6000	9200
Total	~~17000~~ 17000	10000	17000

ENC. NO. 1 TO E. R's. C. No. 5245 OF 1896
LETTER NO. 1077 C 1.12.96
FROM Am

(No. II.)
No. 9139

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 1st December 1886

From

The Ag. Agent and Manager.

M. R. C.

To

The Consulting Engineer for Railways.

SIR,

Madras.

In compliance with the request contained in your letter No. 3747 of the 25th ultimo, I have the honor to forward herewith a revised schedule of demands, Madras-Ennis section, for 1897-98.

The Chief Auditor writes:—

"I have no information as to the revision of Standard form referred to in the Examiner's note. The form previously submitted through this office by the Ag. Chief Engineer was prepared in accordance with a sample received from the Government Officers."

The form which accompanied your letter is returned herewith as requested.

*I have the honor to be,
Sir,*

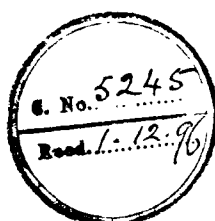
Your most obedient Servant.

Wm. C. Welch.

Ag. Agent and Manager

7-30/11

From



MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated 188

Recd.

No.

Telephus beanyae

Fern
 EWR

20 The Agent & Dea. Major
M. B.

Please expedite
Schedule of diamonds cases
for in my 3747 of 25. inst.

CMA $\frac{30}{11}$

JER
 30-11-96

Dec-60 4-15 PM

Just got word back
20/11

W
20/11

Madras, 25th November 1896.

To

AGENT AND MANAGER, M. R.

No. 3747 Reply No. , dated

SIR,

Reminders.

Despatched on 25/11/96.

Subject.

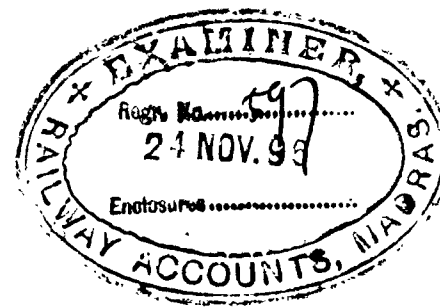
(Enclos - 5).

With reference to your letter No. 1039 of 23rd Nov 1896, submitting Sch. 211 of demands Madras Revenue Section for 1897-98, I have the honour to forward herewith copy of a list thereon by the Examined Railway Accounts and to request that the Schedule herewith returned may be prepared in the revised form attached and be submitted to this office at an early date.

C.M. 25/11

25/11

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 24th November 1896.



No. 3717

OFFICE NOTE.

Letter from the Agent, *Manager Madras* Railway, No. 1039
dated 23rd November 1896, forwarded to the Examiner of Railway
Accounts *for perusal of remarks.*

[Signature]

for E. R.

[Initials]
24/11

EXAMINER'S REPLY.

Returned with the following re-
marks:-

(i) The Company should be asked
to prepare and resubmit the Schedule
in the revised standard form, vide
form attached.

(ii) No provision should be made
under ^{Shores} as, under Government of
India letter No 422 A.R. dated 18th
August 1896, that account should
be closed.

(iii)

25.11

*
C69/96

(iii) Thus auctioned works costing Rs 5.000 and above should be detailed in Schedule B, working up to Rs 17.000, in the order of their urgency.

(By order)

H. Butterfield
Forl. R. ch. acct.
25.11.96

(No. II.)

No. 9139

1039

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 23rd November 1896.

From

The Agent and Manager.
Madras Railway.

To

The Consulting Engineer for Railways,

Madras.

Sir,

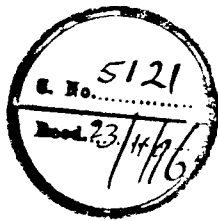
With reference to your letter 183439 of the 30th ultimo, I have the honor to forward herewith in duplicate the schedule of demands of the Madras. Ennur Section of the Bezwada - Madras Railway for the year 1897-98.

I have the honor to be,
Sir,
your most obedient servant,

Henry Alcock
Ag Agent & Manager.

Encls.

12/23/11



MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

Telephone message

From

ER

7 AM.

Please let me know
when I may expect
schedule of demands
called for in my 3439
of 30th Oct. *AM* 23/11

ER
23-11-96

Keep 3-5 PM.
on 23/11

AM
23/11

Telephone message

From ER

To AM

Please send early
Schedule of Demands
called for in entry 3439
of 30 Oct.

AM. 17/11

Please send the above
message to HM again today -
to A day more.

20/11-96

Received I think.

Yes ER
17/11

Yes. 17/11

Receipts 20/11
1-45 PM

20/11
17-11

for ER
16-11-96

20/11

I understood Capt
Shelley to say he has
sent this off, better wait
till tomorrow

AM. 16/11

Please send the
as if the return a question
has not been answered
16/11-96

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 30 October 1896.

To

AGENT AND MANAGER, M. R.

No. 3439 Reply No.

A 1039

, dated 23/11/96

SIR,

Reminders.

Despatched on 30/10/96

Subject.

With reference to
para 4 of circular No. 12
of 21 October 1896 from
the Govt of India, I have
the honour to request
that the Schedule of
^(in duplicate)
Banned ^(Quadrants)
S. & M. M. Capital
Engine Section of the
(Capital) for the year
1897-98 which are due
with the Govt of India
on the 15th Decr 1896, may
be submitted to this
^(in duplicate)
Office not later than
the 15th Decr 1896.

Yours faithfully,
M. R. 30/10

Tele. Room

From

By Asst. Manager

Rayapuram

To

C.E. for Ryo

Schedule of demand
sent to you by Special
messengers this afternoon

at 4.13 } $\frac{rk}{EB/11}$

Calicut - Chingalpur - Kottayam

(4)

M. R. ----- RAILWAY

Date of Inspection *24 Feb 02* -----

Description of Bridge *1 x 20 ft* -----

Mileage *45 3/4* ----- *562*

xNumber of Span *1* -----

xRight or Left Girder *R* -----

Top or Bottom *Top* -----

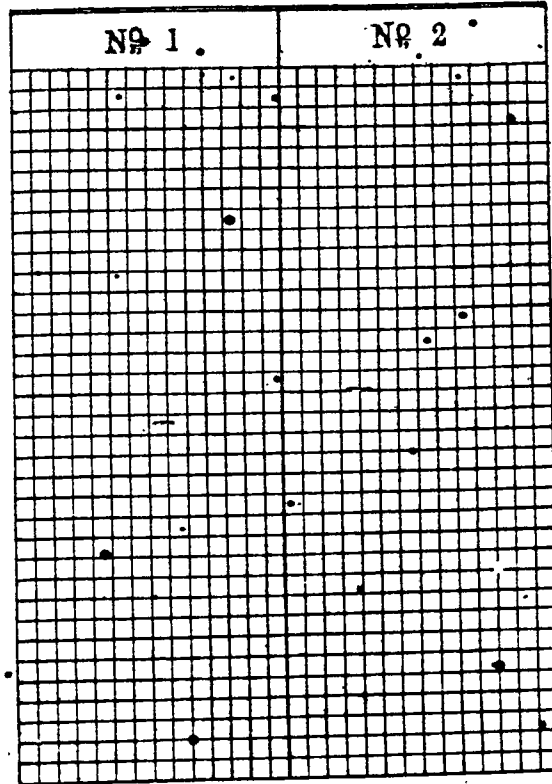
Speed 2nd Test *25 miles* -----

xCounting from *S* -----

Reg. No. 5993
Copies 300

Enco., Survey Office, Madras.
1901

TEST DIAGRAM



When possible it should always be ascertained and reported, with reference to test No. 1, whether the girder has previously been subjected to load or not, and, if so, how the said load compared with that now used for these tests. For the high speed (test No. 2) the wagon, if any, must always be pulled and not pushed by the engines, and the composition of the Train must be the same as in the first test.

(3)

Col. C. J. ...
M. R. C. A. ... RAILWAY

Date of Inspection *24 Feb 02*

Description of Bridge *1720 1/2*

Mileage *452 3/4* *N 56.2*

xNumber of Span *1*

xRight or Left Girder *R*

Top or Bottom *Bottom*

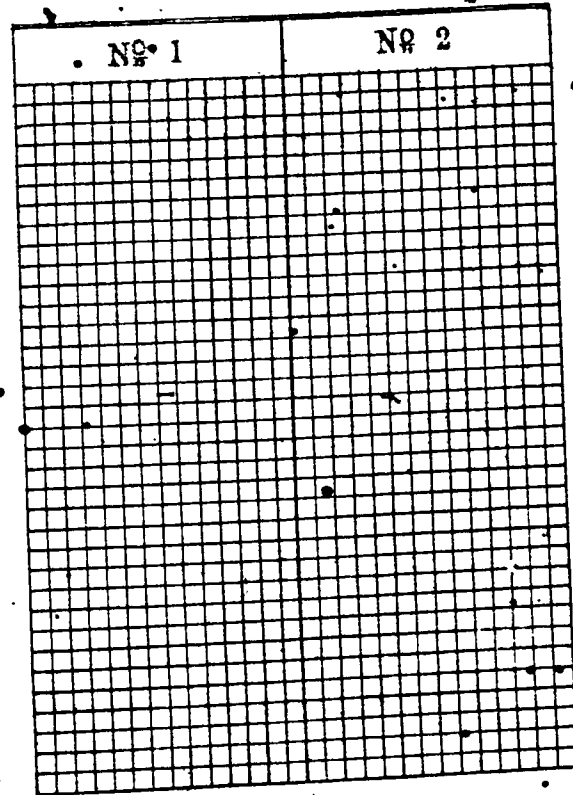
Speed 2nd Test *25 miles*

xCounting from *S*

Reg. No. 5903.
Copies 300

Zinco., Survey Office, Madras.
1901

TEST DIAGRAM



When possible it should always be ascertained and reported, with reference to test No. 1, whether the girder has previously been subjected to load or not, and, if so, how the said load compared with that now used for these tests. For the high speed (test No. 2) the wagons, if any, must always be pulled and not pushed by the engines, and the composition of the Train must be the same as in the first test.

Figure 1 consists of two grid plots, labeled '№ 1' and '№ 2', showing the distribution of the number of eggs per plant. The x-axis for both plots represents the number of eggs (0 to 10), and the y-axis represents the number of plants (0 to 10). Plot № 1 shows a distribution where most plants have 0 or 1 egg, with a few plants having 2 eggs. Plot № 2 shows a more spread-out distribution, with plants having 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 eggs.

When possible it should always be ascertained and reported, with reference to test No.1, whether the girder has previously been subjected to load or not, and, if so, how the said load compared with that now used for these tests. For the high speed (test No.2) the wagons, if any, must always be pulled and not pushed by the engines, and the composition of the Train must be the same as in the first test.

M. C. A. encl. RAILWAY

Date of Inspection 24 Feb 02

Description of Bridge 5760'

Mileage 450 $\frac{3}{4}$ Mahé R.

xNumber of Span 1

xRight or Left Girder L

Top or Bottom Bottom

Speed 2nd Test 30 mi.

xCounting from S

Reg. No. 5903
Copies 300

Zinc. Survey Office, Madras.
1901

(2)
M. C. A. extension RAILWAY.

Date of Inspection 24 Feb 02

Description of Bridge 5 x 60'

Mileage 450 ³/₄

xNumber of Span 1

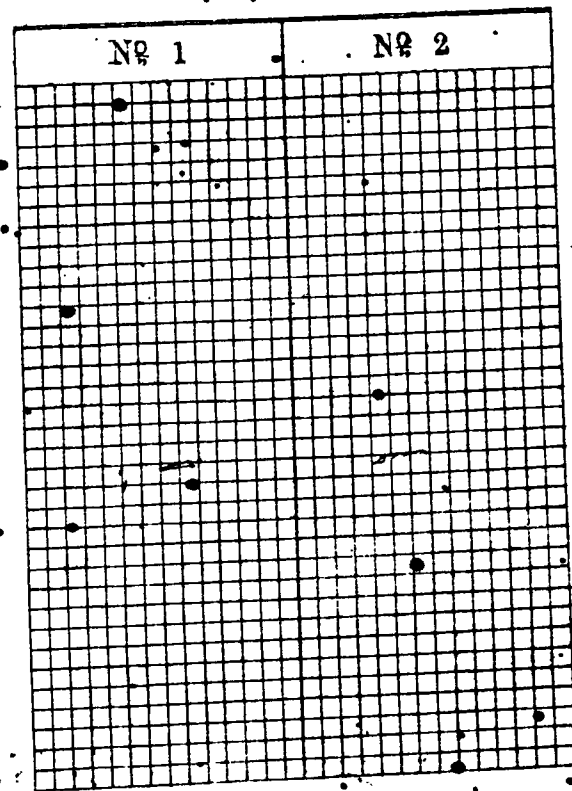
xRight or Left Girder L

Top or Bottom Top

Speed 2nd Test 30

xCounting from South

TEST DIAGRAM



When possible it should always be ascertained and reported, with reference to test No.1, whether the girder has previously been subjected to load or not, and, if so, how the said load compared with that now used for these tests. For the high speed (test No.2) the wagons, if any, must always be pulled and not pushed by the engines, and the composition of the Train must be the same as in the first test.