(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2854	Press	
~~B.P. No.~~		~~Mis.~~	
Dated	17-9-	1974	195 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 17th September 1874.

No. 374. Read the following endorsement of the Deputy Secretary to the Government of India, Public Works Department, No. 1,945-R:—

Despatch from the Government of India, Public Works Department, (Railway,) to the Secretary of State for India, dated Fort William, 15th August 1874, No. 149-R.

WITH reference to paragraph 10 of our Railway Despatch No. 75, dated 13th July 1871, and the Duke of Argyll's reply No. 84-R, of 12th June 1873, we have the honor to forward, for your Lordship's information and for orders, copies of letters received from the Madras Government, containing a proposal submitted by the officers of the Company to convert the open line of the Carnatic Railway from Arconum to Conjeveram, 18¾ miles in length, from the 3 feet 6¾ inches gauge to the metre gauge, and to extend it to Chingleput, a distance of 21 miles.

2. This extension will make a junction with the line to Cuddalore, and by saving the detour by Madras have the advantage of accelerating the Europe mail traffic between Pondicherry and places to the south, with Bombay. The estimated cost of the extension is about 10½ lakhs, including rolling stock. The estimated cost of the conversion of the Arconum-Conjeveram length from 3 feet 6¾ inches to metre gauge has not yet been reported to us; but it will be comparatively small.

3. The alternatives to the proposals of the Madras Government are: (1), to dismantle and abandon the Arconum to Conjeveram line; (2), to convert it to broad gauge; (3), to have it an isolated narrow gauge line. None of these alternatives commend themselves to us. We agree, therefore, with the Madras Government, and recommend to your Lordship for early and favorable consideration, the construction of a metre gauge railway from Arconum to Chingleput, in the manner proposed. The Madras Government, it will be seen, are anxious that this section should be completed simultaneously with the line between Madras and Cuddalore.

No.	935,	dated	10th April	1874.
,,	——,	,,	14th ,,	,,
,,	——,	,,	9th June	,,
,,	1,900,	,,	15th July	,,
,,	——,	,,	18th ,,	,,

COPY forwarded to the Government of Madras for information, with reference to the letters from that Government noted in the margin.

(Signed) H. DRUMMOND, Colonel R.E.,
Deputy Secretary.

No. 375. ORDER THEREON, 17th September 1874, No. 2,654.

RAILWAY, No. 43.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

Carnatic Railway Company Limited
Engineering Department
Conjeeveram to Chingleput
General Summary of Estimate

		To be expended departmentally	To be drawn from stores	Amount	Total
I	Preliminary Expenses			10,500 - -	
II	Land				
III	Construction of Line			2,26,293 15 7	
	1 Earthwork	73,429 2 7			
	2. Bridgework				
	1 Minor Bridges & Culverts &c	57,796 15 -	10,030 6 2		
	2. Large Bridges	35,411 7 6	12,979 - 10		
	4 Level Crossings	21,781 1 1	428 6 5		
	5 Fencing	3,675 - -	10,762 8 -		
IV	Ballast and Permanent Way			1,62,172 13 8	
	1 Ballasting	24,447 2 5			
	2. Permanent way	34,913 6 4	402,812 4 11		
V	Stations and Buildings				
	1. Stations and Offices	34,390 9 7			
	2. Workshops and Store Buildings	- - -			
	3. Staff Quarters	6,940 - -			
	4. Station Machinery	5,774 12 2	12,562 11 6		
VI	Electric Telegraph			10,389 11 10	
VII	Plant			35,000 - -	
	1 Engineering	21,400 - -			
	2. Locomotive	200 - -	1,400 - -		
	3. Carriage and Waggons	200 - -	800 - -		
	4. Station and Office Furniture	8,000 - -	3,000 - -		
VIII	Rolling Stock			105,700 - -	
IX	Maintenance			26,162 - -	
X	Establishment			93,400 - -	
	1 Direction	16,000 - -			
	2. Engineering	60,000 - -	2,000 - -		
	3. Locomotive	10,400 - -			
	4. Telegraph	5,000 - -			
	5. Stores	included under No 1.			
	6 Audit and Accounts				
XI	Contingencies			9,340 - -	
	1 Direction	2,500 - -			
	2. Engineering	6,200 - -			
	3. Locomotive	640 - -			
			Total Rupees		10,37,616 3 4

William Bell
Agent 25/2/74

J. Hawes
for Chief Engineer
26th/2/74

Carnatic Railway Company Ld

Estimate

Construction of Line from Chingleput to Conjeveram
Length 20 Miles. 76.67 chains.

Particulars	Unit	Quantity	Rate	To be expended departmentally			To be drawn from Stores			Total			Total		
				Rs	as	P	Rs	as	P	Rs	as	P	Rs	as	P
III Construction of Line.															
1. Earthwork															
In Embankments	Cyd	325,488	0/2/9	55,904	10	6									
Cuttings	"	16,482	0/8/0	8,241	"	"									
Channel diversions and extra earthwork where required	"	15,000	0/2/9	2,578	2	"									
Contingencies @ 10%				6,675	6	1							73,429	2	7
2. Bridgework.															
1. Minor Bridges and Culverts															
Bridge of 1-30 feet Girder at 18 Miles. 68 chains in 16 feet bank as per G.S.I.R. Southern Extension. drawing № 127.															
Excavation of foundations	Cyd	871	0/4/0	217	12	"									
Baling	Sum			500	"	"									
Masonry	Cyd	522	10/0/0	5,220	"	"									
Teak Timber	Cft	50	4/0/0	200	"	"									
Wrought Iron Girders	Tons	6.25	235/0/0	"	"	"	1,468	12	"						
Fixing	Bay	1	180/0/0	180	"	"									
Carriage of Materials per train to Chingleput	T.Mls	254	0/0/4	5	4	8									
do do per cart from Chingleput	T.Mls	138	0/4/0	34	8	"									
Earning	S.yds	214	0/2/0	26	12	"									
Contingencies @ 5%.				319	3	5	73	7	"						
				6,703	8	1	1,542	3	"	8,245	11	1			
Bridge of 1. 20 feet Girder at 7 Miles. 34 chains in 17 feet bank as per G.S.I.R. S.E. drawing № 132															
Excavation of foundations	Cyd	871	0/4/0	217	12	"									
Masonry	"	535	10/0/0	5,350	"	"									
Teak Timber	Cft	22	4/0/0	88	"	"									
Wrought Iron Girders	Tons	3.90	235/0/0	"	"	"	916	8	"						
Fixing	Bay	1	100/0/0	100	"	"									
Carried over				5,755	12	"	916	8	"				81,674	13	8

Particulars	Unit	Quantity	Rate	To be expended Departmentally Rs a p	To be drawn from Stores Rs a p	Total Rs a p	Total Rs a p
Brought forward				5,755 12 -	916 8 -		81,674 13 8
Bridge at 7 Miles 34 chains continued –							
Carriage of Materials per train to Chinglepet	Tons	157	0/0/4	3 4 4			
do do per cart from Chinglepet	T. Ms	34	0/4/0	8 8 -			
	S. yds	100	0/2/0	12 8 -			
Sarring				239 - -	46 13 2		
Contingencies @ 5%.				6,069 - 4	962 6 2	7,031 6 6	
Bridge of 1-12 feet Girder at 8 Miles 39 chains in 4 feet bank as per G.S.I.R. S.E. drawing No 141							
Excavation of foundations	Cyds	84	0/4/0	21 - -			
Masonry	"	66	10/0/0	660 - -			
Teak Timber	Cft	17	4/0/0	68 - -			
Wrought Iron Girders	Tons	2.0	235/0/0	" - -	470 - -		
Fixing	Bay	1	35/0/0	35 - -			
Carriage of Materials per train to Chinglepet	T. Ms	87	0/0/4	1 13 -			
do do per cart from Chinglepet	T. Ms	22	0/4/0	5 8 -			
	S. yds	69	0/2/0	7 6 -			
Sarring				39 14 11	23 8 -		
Contingencies @ 5%.				838 9 11	493 8 -	1,332 1 11	
Four Bridges of 1-12 feet Girder at 2 Miles 62 chains 3 Ms. 6 ch 11 Ms. 63 ch 15 Ms. 27 ch as above				3,354 7 8	1,974 - -	5,328 7 8	
Bridge of 1-12 feet Girder at 5 Miles 18 chains in 6 feet bank as per G.S.I.R. S.E. drawing No 141							
Excavation of foundations	Cyds	18	0/4/0	29 8 -			
Masonry	"	96	10/0/0	960 - -			
Teak Timber	Cft	17	4/0/0	68 - -			
Wrought Iron Girders	Tons	2.0	235/0/0	" - -	470 - -		
Fixing	Bay	1	35/0/0	35 - -			
Carriage of Materials per train to Chinglepet	T. Ms	87	0/0/4	1 13 -			
do do per cart from Do	"	15	0/4/0	3 12 -			
	S. yds	59	0/2/0	7 6 -			
Sarring				65 4 4	23 8 -		
Contingencies @ 5%.				1,160 11 4	493 8 -	1,654 3 4	15,346 2
				Carried over			97,021 0

Particulars	Unit	Quantity	Rate	To be expended departmentally			To be drawn from Stores			Total			Total		
				Rs	as	P	Rs	as	P	Rs	as	P	Rs	as	P
Brought forward													97,021	"	1
One Bridge of 1-12 feet Girder at 20 Miles 60 chains as above				1,160	11	4	493	8	"						
add															
Carriage of Materials per cart from Chingleput	T. Mls	37	0/4/0	9	4	"									
Contingencies @ 5%				"	7	5									
				1,170	6	9	493	8	"	1,663	14	9			
Bridge of 1-12 feet Girder at 8 Miles 34 chains in 10 feet bank as per G. S. I. R. S. E. drawing No: 141															
Excavation of foundations	Cyds	173	0/4/0	43	4	"									
Masonry	"	165	10/0/0	1,650	"	"									
Teak Timber	Cft	17	4/0/0	68	"	"									
Wrought Iron Girders	Tons	2.0	235/0/0	"	"	"	470	"	"						
Spring	Bay	1	35/0/0	35	"	"									
Carriage of Materials per train to Chingleput	T. Mls	87	0/0/4	1	13	"									
do do per cart from Chingleput	T. Mls	22	0/4/0	5	8	"									
Sawing	S. yds	59	0/2/0	7	6	"									
Contingencies @ 5%.				90	8	9	23	8	"						
				1,901	7	9	493	8	"	2,394	15	9			
One Bridge of 1-12 feet Girder at 18 Ms. 56 chs. as above				1901	7	9	493	8	"						
add															
Carriage of Materials per cart from Chingleput	T. Mls	25	0/4/0	6	4	"									
Contingencies @ 5%				"	5	"									
				1,908	"	9	493	8	"	2,401	8	9			
Bridge of 1-12 feet Girder at 12 Ms. 24 chs. in 5 feet bank as per G. S. I. R. S. E. drawing No: 141															
Excavation of foundations	Cyds	104	0/4/0	26	"	"									
Masonry	"	82	10/0/0	820	"	"									
Teak Timber	Cft	17	4/0/0	68	"	"									
Wrought Iron Girders	Tons	2.0	235/0/0	"	"	"	470	"	"						
Spring	Bay	1	35/0/0	35	"	"									
Carriage of Materials per train to Chingleput	T. Mls	87	0/0/4	1	13	"							6,460	7	3
Carried over				950	13	"	470	"	"				103,481	7	4

Particulars	Unit	Quantity	Rate	To be expended departmentally			To be drawn from Stores			Total			Total		
				Rs	a.	P	Rs	a.	P	Rs	a.	P	Rs	a.	P
Brought forward				950	13	-	470	-	-				103,481	7	4
Bridge at 16 Miles 24 chains Continued -															
Carriage of Materials per cart from Chinglepet	Tons	32	0/4/0	8	-	-									
Jarring	S. yds	59	0/2/0	7	6	-									
Contingencies @ 5%				48	4	11	23	8	-						
				1,014	7	11	493	8	-	1,507	15	11			
Bridge of 1-12 feet Girder at 17 Miles 22 chains as above				1,014	7	11	493	8	-	1,507	15	11			
Bridge of 1-12 feet Girder at 20 Miles 37 chains ii 8 feet bank as per G. S. I. R. S. E. drawing No. 141															
Excavation of foundations	Cyds	145	0/4/0	36	4	-									
Masonry	"	129	10/0/0	1,290	-	-									
Teak Timber	Cft	17	4/0/0	68	-	-									
Wrought Iron Girders	Tons	2.0	235/0/0	"	"	"	470	-	-						
Jarring	Bay	1	35/0/0	35	-	-									
Carriage of Materials per train to Chinglepet	T. Mls	87	0/0/4	1	13	-									
do do per cart from Chinglepet	T. Mls	52	0/4/0	13	-	-									
Jarring	S. yds	59	0/2/0	7	6	-									
Contingencies @ 5%				72	9	2	23	8	-						
				1,524	-	2	493	8	-	2,017	8	2			
Bridge of 1-6 feet Rail Girder at 20 Miles. 8 chains. ii 4 feet bank as per G. S. I. R. S. E. drawing No 160															
Excavation of foundations	Cyds	84	0/4/0	21	-	-									
Masonry	"	66	10/0/0	660	-	-									
Teak Timber	Cft	22	4/0/0	88	-	-									
Wrought Iron	Tons	.50	235/0/0	"	"	"	117	8	-						
Jarring	Bay	1	20/0/0	20	-	-									
Carriage of Materials per train to Chinglepet	T. Mls	35	0/0/4	"	11	8									
do do per cart from Chinglepet	"	20	0/4/0	5	-	-									
Contingencies @ 5%.				39	11	10	5	14	-						
				834	7	6	123	6	-	957	13	6	5,991	5	6
Carried over													109,472	12	10

Particulars	Unit	Quantity	Rate	To be expended departmentally Rs as p	To be drawn from Stores Rs as p	Total Rs as p	Total Rs as p
							109,472 12 6
Brought forward							
Five Bridges of 1-6 feet Rail Girder at 4 Miles 0 chains 9 Ms 60 chs 9 Ms 71 chs 18 Ms 6 chs & 19 Miles 72 chains as above				4,172 6 6	616 14 -	4,789 3 6	
Bridge of 1-6 feet Rail Girder at 17 Miles 8 chains in 8 feet bank as per G.S.I.R.S.E. drawing No 150.							
Excavation of foundations	Cyds	145	@4/0	36 4 -			
Masonry	"	129	10/0/0	1,290 - -			
Teak Timber	Cft	22	4/0/0	88 - -			
Wrought Iron	Tons	0.50	235/0/0	" " "	117 8 -		
Fixing	Bay	1	20/0/0	20 - -			
Carriage of Materials per train to Chinglepet	T.Mls	35	@0/4	- 11 8			
do do per cart from Chinglepet	T.Mls	17	@4/0	4 4 -			
Contingencies @ 5%				71 15 4	5 14 -		
				1,611 3 -	123 6 -	1,634 9 -	
Bridge of 1-6 feet Rail Girder at 18 Miles 42 chains in 11 feet bank as per G.S.I.R.S.E drawing No 150.							
Excavation of foundations	Cyds	188	@4/0	47 - -			
Masonry	"	186	10/0/0	1,860 - -			
Teak Timber	Cft	22	4/0/0	88 - -			
Wrought Iron	Tons	0.50	235/0/0	" " "	117 8 -		
Fixing	Bay	1	20/0/0	20 - -			
Carriage of Materials per train to Chinglepet	T.Mls	35	@0/4	- 11 8			
do do per cart from Chinglepet	T.Mls	19	@4/0	4 12 -			
Contingencies @ 6%.				101 - 5	5 14 -		
				2,121 8 1	123 6 -	2,244 14 1	
Bridge of 1-6 feet Rail Girder at 20 Miles 17 chains in 5 feet bank as per G.S.I.R.S.E. drawing No 150.							
Excavation of foundations	Cyds	104	@4/0	26 - -			8,668 10 7
Masonry	"	82	10/0/0	820 - -			
				846 - -			118,141 7 5

Particulars	Unit.	Quantity	Rate	To be expended departmentally			To be drawn from Stores			Total			Total		
				Rs.	as	p	Rs.	as	p	Rs.	as	p	Rs.	as	p
Brought forward				546	-	-							118,141	7	5
Bridge at 20 Ms. 17 chs. contd															
Teak Timber	Cft	22	4/0/0	88	-	-									
Wrought Iron	Tons	·50	235/0/0	-	-	-	117	8	-						
Fixing	Bay	1	20/0/0	20	-	-									
Carriage of Materials per train to Chiniglepet	T. Mls	35	0/0/4	-	11	8									
do do per cart from Chiniglepet	T. Mls	21	0/4/0	5	4	-									
Contingencies @ 5%				48	-	-	5	14	-						
				1,007	15	8	123	6	-	1,131	5	8			
Bridge of 1-4 feet Rail Girder at 14 Miles 41 chains in 4 feet bank as per G. S. I. R. S. & drawing No. 150A															
Excavation of foundations	Cyds	60	0/4/0	15	-	-									
Masonry	"	47	10/0/0	470	-	-									
Teak Timber	Cft	9	4/0/0	36	-	-									
Wrought Iron	Tons	·25	235/0/0	-	-	-	58	12	-						
Fixing	Bay	1	15/0/0	15	-	-									
Carriage of Materials per train to Chiniglepet	T. Mls	17	0/0/4	-	5	8									
do do per cart from Chiniglepet	T. Mls	8	0/4/0	2	-	-									
Contingencies @ 5/0.				26	14	8	2	15	-						
				565	4	4	61	11	-	626	15	4			
Twin Bridges of 1-4 feet Rail Girder at 9 Ms. 36 chs. 10 Mls. 11 chs 11 Ms. 37 chs. 10 Ms. 50 chs. 15 Ms. 3 chs 15 Ms. 50 chs & 16 Ms. 4 chs. as above				3,956	14	4	431	13	-	4,388	11	4			
Culverts.															
Single 4 feet	Cyds	610	10/0/0	6,100	-	-									
Single 2 feet	"	406	10/0/0	4,060	-	-									
Contingencies @ 5%				508	-	-				10,668	-	-			
Masonry in retaining walls floors &c. where required	Cyds	600	10/0/0	6,000	-	-									
Contingencies @ 5%				300	-	-				6,300	-	-			
													23,115	-	4
Carried over													141,256	7	9

Particulars	Unit	Quantity	Rate	To be expended departmentally Rs a p	To be drawn from Stores Rs a p	Total Rs a p	Total Rs a p
Brought forward							141,256 7 9
2. Large Bridges.							
Bridge of 4-50 feet Girder over river at 0 ms. 69 chains. as per G. S. I. R. S. E. drawing No 261							
Excavation of foundations	Cyds	2,622	0/8/0	1.311 - -			
Masonry	"	2,314	12/0/0	27.768 - -			
Baling	Sum	-	-	2,400 - -			
Teak Timber	Cft	285	4/0/0	1.140 - -			
Wrought Iron Girders	Tons	52.6	235/0/0	" " "	12,361 - -		
Piling	Bays	4	200/0/0	800 - -			
Carriage of Materials per train to Chinglepet	T. Mls	3,860	0/0/4	80 3 4			
do do per cart from Chinglepet	T. Mls	110	0/4/0	27 8 -			
Tarring	S. Yds	1,588	0/2/0	198 8 -			
[illegible]				35,411 7 6	12,979 - 10	48,390 8 4	
4. Level crossings -							
24 feet Gates at 0 ms. 16 chs 2 Ms. 60 chs - 7 Ms. 78 chs and 13 Miles 12 chains	Pairs	4	425/0/0	1,712 - -			
Check rails	Sets	4	100/0/0	" " "	408 - -		
Piling do	"	4	2/8/0	10 - -			
9 feet Gates	Pairs	40	100/0/0	4,000 - -			
Foot path crossings where required	No	20	7/5/0	1,680 - -			
Culverts under level crossings where required	Cyds	250	10/0/0	2,500 - -			
Earthwork in road approaches	"	9,000	0/2/9	1,526 14 -			
do do Cuttings	"	4,500	0/5/0	2,250 - -			
Metalling of roads	Cyds	2,000	1/4/0	2,500 - -			
Platelayers huts as per G. S. I. R. S. E. drawing No 156	No	10	248/0/0	2,480 - -			
Gate Keepers lodge as per G. S. I. R. S. E. drawing No 156	No	6	310/0/0	1,860 - -			48,390 8 4
Carried over				20,358 14 -	408 - -		189,647 - 1

Particulars	Unit	Quantity	Rate	To be expended departmentally Rs a p	To be drawn from Stores Rs a p	Total Rs a p	Total Rs a p
Brought forward				22,358 14 -	408 - -		189,647 - 1
Level crossings Continued							
Mile stones	No.	21	5/0/0	105 - -			
Grade posts	"	40	7/0/0	280 - -			
Contingencies @ 5%				1037 3 1	20 6 5		
				21,781 1 1	428 6 5	22,209 7 6	
5. Fencing.							
Fencing				3,500 - -	10,250 - -		
Contingencies @ 5%				175 - -	512 8 -		
				3,675 - -	10,762 8 -	14,437 8 -	
III Construction of Line							226,293 15 7
IV Ballast & Permanent way.							
1. Ballasting.							
In Main Line	Cyds	43,527	5/8/0	21,763 8 -			
" Sidings	"	3,039	5/8/0	1,519 8 -			
Contingencies @ 5%.				1,164 2 5		24,447 2 5	
2. Permanent way.							
Materials in Main Line	Lyds	36,387	9/11/8	" - -	358,879 12 4		
Laying do	"	36,387	5/8/0	18,443 8 -			
Carriage of Materials per train to Chingleput	Tons	110,040	5/0/4	2,292 8 -			
do do per cart from Chingleput	Tons	34,684	5/4/0	8,646 - -			
Materials in Sidings	Lyds	2,544	9/11/8	" - -	24,757 - -		
Laying do points & Crossings	"	2,544	5/4/0	1,431 - -			
Carriage of Materials per train to Chingleput	Tons	7,613	5/0/4	158 9 8			
do do per cart from Chingleput	Tons	2,393	5/4/0	598 4 -			
Loading and Unloading	Tons	3,362	5/8/0	1,681 - -			
Contingencies @ 5%.				1,662 8 8	19,181 8 7		
				34,913 6 4	402,812 4 11	437,725 11 3	462,172 13 8
4. Ballast & Permanent way							462,172 13 8

Chief Engineer
24th 2/64

Carnatic Railway Company Limited.

Estimate of Stations and Buildings

	Unit	Quantity	Rate	To be expended departmentally			To be drawn from Stores			Total			Total		
				Rs	a	p	Rs	a	p	Rs	a	p	Rs	a	p
Stations and Buildings.															
Chinglepet Station															
1. Stations and Offices															
Approaches.															
Earthwork in Embankment	Cyds	5,653	3/3/0	1,059	15	-									
" " Cuttings	"	5,653	0/8/0	2,826	8	-									
Contingencies @ 5%				194	5	2				4,080	12	2			
			1. Stations and Offices										4,080	12	2
2. Stations Machinery															
42 feet Spun Table															
Excavation of foundations	Cyds	285	0/4/0	71	4	-									
Concrete	"	183	4/0/0	732	-	-									
Masonry	"	145	8/0/0	1,160	-	-									
Teak Timber	C/t	64	4/0/0	256	-	-									
42 feet Spun Table				-	-	-	5,580	-	-						
Labor in fixing				175	-	-									
Carriage of Materials per train	T.Mls	910	0/0/4	18	15	4									
Contingencies @ 5%				120	10	7	279	-	-						
				2,533	13	11	5,859	-	-	8,392	13	11			
Semaphore Signal one single				-	-	-	220	-	-						
Fixing do				42	-	-									
Single Switches	No	5	157/8/0	-	-	-	787	8	-						
Crossings	"	5	76/11/2	-	-	-	383	7	10						
Carriage of Materials per train	T.Mls	455	0/0/4	9	7	8									
Contingencies @ 5%				2	9	2	69	8	9						
				54	-	10	1,460	8	7	1,574	9	5			
			2. Station Machinery										9,967	7	4

J. Hawes
p. Chief Engineer
24th/2/74

Carnatic Railway Company, Limited

Estimate of Stations and Buildings

	Unit	Quantity	Rate	To be expended departmentally Rs a p	To be drawn from stores Rs a p	Total Rs a p	Total Rs a p
Stations and Buildings							
Paulow station							
1. Stations and Offices							
Ticket Office as per Plan No 338 C.S.I.R.							
Excavation of foundations	Cyd	37	2/4/0	9 4 0			
Masonry	"	57	8/0/0	456 0 0			
Flooring	Sqrs	4½	5/0/0	22 8 0			
Tile roofing	"	9	10/0/0	90 0 0			
Teak Timber in roofing	Cft	90	4/0/0	360 0 0			
Doors with frames 6'-6" × 3'-0"	No	2	32/0/0	64 0 0			
Windows do 5'-0" × 3'-0"	"	2	22/8/0	45 0 0			
Carriage of Materials per train	T.Mls	88	0/0/4	1 13 4			
do do " cart	"	18	0/4/0	4 8 0			
Contingencies @ 5%.				53 4 1		4118 5 5	
Latrine as per Plan No 338 CSIR.							
Excavation of foundations	Cyds	14	2/4/0	3 8 0			
Masonry	"	43	8/0/0	344 0 0			
Flooring	Sqrs	2	5/0/0	10 0 0			
Plastering with Chunam	"	8	3/0/0	24 0 0			
Asphalting	"	7½	10/0/0	75 0 0			
Carriage of Materials per train	T.Mls	53	0/0/4	1 1 8			
do do " cart	"	11	0/4/0	2 12 0			
Contingencies @ 5%.				23 0 3		483 5 11	
Platform as per Plan No 324. CSIR.							
Excavation of foundations	Cyds	55	2/4/0	13 12 0			
Masonry in Curbing	"	95	8/0/0	760 0 0			
Masonry in steps	"	111	12/0/0	166 8 0			
Pale fencing	Lyds	125	3/0/0	375 0 0			
Gate (6 feet)	No	1	30/0/0	30 0 0			
Carriage of Materials per train	T.Mls	88	0/0/4	1 13 4			
do do " cart	"	18	0/4/0	4 8 0			
Contingencies @ 5%.				67 9 3		1419 2 7	
Carried over							3020 13 11

	Unit	Quantity	Rate	To be expended departmentally Rs a p	To be drawn from store Rs a p	Total Rs a p	Total Rs a p
Brought forward							3,020 13 11
Loading Bank & Godown as per Plan No. 324/338. G.S.I.R.							
Excavation of foundations	Cyds	33	0/4/0	8 4 -			
Masonry	"	104	8/0/0	832 - -			
Flooring	Sqrs	3	5/0/0	15 - -			
Tile roofing	"	7	10/0/0	70 - -			
Timber in rafters	cft	100	4/0/0	400 - -			
Doors with frames 7'-0" x 4'-0"	No	2	42/0/0	84 - -			
Metalling 6" thick	Cyds	56	1/8/0	84 - -			
Carriage of Materials per train	T.Mls	88	0/0/4	1 13 4			
do do " cart	"	18	0/4/0	4 8 -			
Contingencies @ 5%.				74 15 8		1,574 9 -	
Approaches as per Plan No. 324 GSIR.							
Earthwork in Embankment	Cyds	2470	0/3/0	463 2 -			
Metalling to approaches 6" thick	"	459	1/8/0	688 8 -			
Gates (9 feet)	Pairs	2	100/0/0	200 - -			
Carriage of Materials per train	T.Mls	35	0/0/4	" 11 8			
do do " cart	"	7	0/4/0	1 12 -			
Contingencies @ 5%.				67 11 8		1,421 12 11	2,996 5 11
				1. Stations and Offices -			6,017 3 10
3. Staff Quarters.							
Station Master's Bungalow as per Plan No. 328.							
Excavation of foundations	Cyds	35	0/4/0	8 12 -			
Masonry brick in mud	"	100	5/0/0	500 - -			
Flooring	Sqrs	6	5/0/0	30 - -			
Tile roofing rafters reapers flat and pan tiles and Chunam borders	Sqrs	11	25/0/0	275 - -			
Timber in Breastsummers wall plates &c.	cft	19½	2/0/0	39 - -			
Doors and windows with frames	Sqft	101	1/11/0	126 11 -			
Honey Comb windows	"	169	0/3/0	31 11 -			
Plastering	Sqrs	24	1/8/0	36 - -			
Out Houses							
Excavation of foundations	Cyds	9	0/4/0	2 4 -			
Masonry brick in mud	"	28	5/0/0	140 - -			
Roofing with rafters reapers and pan tiles	Sqrs	2¼	20/0/0	45 - -			
Carried over				1233 15 -			

	Unit	Quantity	Rate	To be expended departmentally Rs a p	To be drawn from Stores Rs a p	Total Rs a p	Total Rs a p
Brought forward				1,233 15 -			
Out Houses Continued							
Door	Sft	19½	1/0/0	19 8 -			
Timber in wall plates	Cft	2¼	2/0/0	4 8 -			15
Honey Comb Windows	Sqft	27	0/3/0	5 1 -			
Flooring with Jelly	Sqrs	1¼	4/0/0	6 - -			
Plastering with Chunam	"	8	1/8/0	12 - -		1,280 - -	
			3.	Staff Quarters			1,280 - -
4. Station Machinery.							
Semaphore Signals 1 double				- - -	350 - -		
Spring do				42 - -			
Single Switches	Nr	3	157/8/0	- - -	472 8 -		
Crossings	"	3	76/11/2	- - -	230 1 6		
Lamps and Brackets	"	2	15/0/0	- - -	30 - -		
Hand Board	"	1	25/0/0	25 - -			
Buffer stop	"	1	150/0/0	150 - -			
Sinking well and stoning				200 - -			
Carriage of Materials per train	Tons	350	0/0/4	7 4 8			
do do " cart	"	70	0/4/0	17 8 -			
Contingencies @ 5%.				22 1 5	56 2 1		
				463 14 1	1,178 11 7	1,642 9 8	
			4.	Station Machinery			1,642 9 8

Chief Engineer
24th/2/74

Carnatic Railway Company Limited

Estimate of Stations and Buildings

	Unit	Quantity	Rate	To be expended departmentally			To be drawn from Stores			Total			Total		
				Rs	as	p	Rs	as	p	Rs	as	p	Rs	as	p
Stations and Buildings															
Wallajabad Station.															
1. Stations and Offices															
Ticket Office as per Plan No. 338.															
Excavation of foundations	Cyds	37	0/4/0	9	4	-									
Masonry	"	57	8/0/0	456	-	-									
Flooring	Sqrs	4½	5/0/0	22	8	-									
Tile roofing	"	9	10/0/0	90	-	-									
Teak Timber	Cft	93	4/0/0	372	-	-									
Teak doors with frames	No	2	32/0/0	64	-	-									
" windows do	"	2	22/8/0	45	-	-									
Carriage of Materials per train	T.Mls	87	0/0/4	1	13	-									
do do " cart	"	30	0/4/0	7	8	-									
Contingencies @ 5%.				53	6	5				1,121	7	5			
Latrine as per Plan No. 338.															
Excavation of foundations	Cyds	14	0/4/0	3	8	-									
Masonry	"	43	8/0/0	344	-	-									
Flooring	Sqrs	2	5/0/0	10	-	-									
Plastering with chunam	"	8	3/0/0	24	-	-									
Asphalting	"	7½	10/0/0	75	-	-									
Carriage of Materials per train	T.Mls	52	0/0/4	1	1	4									
do do " cart	"	18	0/4/0	4	8	-									
Contingencies @ 5%.				23	1	8				485	3	4			
Platform as per Plan No. 324															
Excavation of foundations	Cyds	55	0/4/0	13	12	-									
Masonry	"	95	8/0/0	760	-	-									
Metalling 6" thick	"	111	1/8/0	166	8	-									
Pale fencing	Lyds	125	3/0/0	375	-	-									
Gate (6 feet)	No	1	30/0/0	30	-	-									
Carriage of Materials per train	T.Mls	87	0/0/4	1	13	-									
do do " cart	"	30	0/4/0	7	8	-									
Contingencies @ 5%				67	11	8				1,422	4	8			
Carried over													3,028	15	1

	Unit	Quantity	Rate	To be excluded Depart. Incidentals Rs a p	To be drawn from Stores Rs a p	Total Rs a p	Total Rs a p
Brought forward							3,028 15 1
Loading Bank and Godown as per Plan No. 324 & 338.							
Excavation of foundations	Cyds	33	0/4/0	8 4 -			
Masonry	"	104	8/0/0	832 - -			
Flooring	Sqrs	3	5/0/0	15 - -			
Tile proofing	"	7	10/0/0	70 - -			
Teak Timber	Cft	100	4/0/0	400 - -			
Teak door with frames	No	2	42/0/0	84 - -			
Metalling 6" thick	Cyds	56	1/8/0	84 - -			
Carriage of Materials per train	Tons	87	0/0/4	1 13 -			
do do " cart	"	30	0/4/0	7 8 -			
Contingencies @ 5%.				75 2 1		1,577 11 1	5
Approaches as per Plan No. 324							
Earthwork in Embankments	Cyds	4,000	0/3/0	750 - -			
" " Cuttings	"	14,000	0/8/0	7,000 - -			
Metalling to approaches 6" thick	Cyds	459	1/8/0	688 8 -			
Gates (9 feet)	Pairs	2	100/0/0	200 - -			
Carriage of Materials per train	Tons	35	0/0/4	" 11 8			
do do " cart	"	12	0/4/0	3 - -			
Contingencies @ 5%.				432 1 9		9,074 5 5	10,652 - 6
						1. Stations and Offices	13,680 15 7
3. Staff Quarters.							
Station Masters Bungalow as per Plan No. 328.							
Same as Pullur				1,280 - -	" - -	1,280 - -	
						3. Staff Quarters	1,280 - -
4. Station Machinery.							
Semaphore Signals one double Spring				" - -	350 - -		
Single Switches				42 - -			
Crossing	No	3	157/8/0	" - -	472 8 -		
Lamps and Brackets	"	3	76/11/2	" - -	230 1 6		
Lamp posts and Lamps	"	2	15/0/0	" - -	30 - -		
Name Board	"	2	20/0/0	" - -	40 - -		
Buffer stop	"	1	25/0/0	25 - -			
Sinking well and Steining	"	1	150/0/0	150 - -			
				200 - -			
Carried over				417 - -	1,122 9 6		

	Unit	Quantity	Rate	To be expended departmentally Rs a p	To be drawn from Stores Rs a p	Total Rs a p	Total Rs a p
Brought forward				417 - -	1,122 9 6		
Station Machinery continued							
Carriage of Materials per train	Tons	455	@/0/4	9 7 8			
do do - cart	"	156	@/4/0	39 - -			
Contingencies @ 5%.				23 4 5	56 2 1		
				488 12 1	1,178 11 7	1,667 7 8	
			H.	Station Machinery			1,667 7 8
Staff Quarters (Temporary) To be included in 3 Staff Quarters.							
Engineers Bungalow	No	1	1500/0/0	1,500 - -			
Inspectors do	"	2	800/0/0	1,600 - -		3,100 - -	
				Staff Quarters (Temporary)			3,100 - -

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J. Hare
Ch. Chief Engineer
24th/2/74

Carnatic Railway Company Limited

Estimate of Stations and Buildings

	Unit	Quantity	Rate	To be expended departmentally Rs as P	To be drawn from Stores Rs as P	Total Rs as P	Total Rs as R
V	**Stations and Buildings**						
	Conjeveram Station.						
	1. Stations and Offices						
	Ticket Office as per Plan No. 338 G.S.I.R.						
	Excavation of foundations	Cyds	37	0/4/0	9 4 -		
	Masonry	"	57	8/0/0	456 - -		
	Flooring	Sq.ft	4½	5/0/0	22 8 -		
	Tile proofing	"	9	10/0/0	90 - -		
	Teak Timber	Cft	93	4/0/0	372 - -		
	Teak doors with frames	No	2	32/0/0	64 - -		
	Teak windows do	"	2	22/8/0	45 - -		
	Carriage of Materials per train	T.Mls	155	0/0/4	3 3 8		
	Contingencies @ 5%.				53 1 7	1,115 1 3	
	Latrine as per Plan No. 338.						
	Excavation of foundations	Cyds	14	0/4/0	3 8 -		
	Masonry	"	43	8/0/0	344 - -		
	Flooring	Sq.ft	2	5/0/0	10 - -		
	Plastering with Chunam	"	8	3/0/0	24 - -		
	Asphalting	"	7½	10/0/0	75 - -		
	Carriage of Materials per train	T.Mls	93	0/0/4	1 15 -		
	Contingencies @ 5%.				22 14 9	481 5 9	
	Platform as per Plan No. 338.						
	Excavation of foundations	Cyds	55	0/4/0	13 12 -		
	Masonry	"	95	8/0/0	760 - -		
	Metalling 6" thick	"	111	1/8/0	166 8 -		
	Pale fencing	Lyds	125	3/0/0	375 - -		
	Gate (6 feet)	No	1	30/0/0	30 - -		
	Carriage of Materials per train	T.Mls	155	0/0/4	3 3 8		
	Contingencies @ 5%				67 6 9	1,415 14 5	
	Carried over						3,012 5 5

Conveyance Continued.

	Unit	Quantity	Rate	To be expended departmentally			To be drawn from Stores			Total			Total		
				Rs	a.	p.	Rs	a.	p.	Rs	a.	p.	Rs	a.	p.
Brought forward													2,012	5	5
Goods Ware House and Loading Bank as per Plan No 335 G.S.I.R.															
Excavation of foundations	Cyds	225	0/4/0	56	4	-									
Masonry	"	343	8/0/0	2,744	-	-									
Flooring	Sqrs	11	5/0/0	55	-	-									
Teak doors 10'-6" x 11'-6"	No	2	180/0/0	360	-	-									
Teak Sliding doors 10'-0" x 6'-6"	"	1	97/0/0	97	-	-									
Trusses	"	6	140/0/0	840	-	-									
Teak Timber in rafters &c.	Cft	313	4/0/0	1,252	-	-									
Tiled roofing	Sqrs	31	12/0/0	372	-	-									
Honey comb work for windows	Sft	286	0/4/0	71	8	-									
Fencing for Office with Gate	Lyds	7	3/0/0	21	-	-									
Carriage of Materials per train	T.Mls	756	0/0/4	15	12	-									
Contingencies @ 5%				297	7										
										6,171	4	7			
Approaches as per Plan No 324.															
Earthwork in Embankment	Cyds	2,470	0/3/0	463	2	-									
Metalling to approaches 6" thick	"	459	1/8/0	688	8	-									
Gates (9 feet)	Pairs	2	100/0/0	200	-	-									
Carriage of Materials per train	T.Mls	62	0/0/4	1	4	8									
Contingencies @ 5%				67	10	4				1,420	9	-	7,599	4	7
				1. Stations and Officis									10,611	10	-
3. Staff Quarters.															
Station Masters Bungalow as per Plan No 328.															
Same as Paulpur Station				1,280	-	-				1,280	-	-			
				3. Staff Quarters.									1,280	-	-
4. Station Machinery.															
Tank House as per Plan No 338															
Excavation of foundations	Cyds	40	0/4/0	10	-	-									
Masonry	"	143	8/0/0	1,144	-	-									
Flooring	Sqrs	2	5/0/0	10	-	-									
Portland cement lining to tanks	Syds	41	2/8/0	102	8	-									
Teak door with frames	No	1	27/0/0	27	-	-									
Carried over				1,293	8	-									

Conveyance Continued

	Unit	Quantity	Rate	To be expended departmentally Rs as p	To be drawn from Stores Rs as p	Total Rs as p	Total Rs a
Brought forward				1,293 8 -			
Tank House continued							
Honey Comb windows	Sft	46	7/3/0	5 10 -			
Sinking well and shining				200 - -			
6" Cast Iron Pipes	Lgs.	20	2/4/0	- - -	45 - -		
3" do do	"	50	1/14/0	- - -	93 12 -		
Elbows and Tee pipes					11 8 -		
Double force Pumps with fittings Complete	No	1	300/0/0	- - -	300 - -		
Water Crane with revolving arm complete	No	1	626/10/8	- - -	626 10 8		
Ironing including Masonry				125 - -			
House over well.							
Teak Timber in beams &c	Cft	58	4/0/0	232 - -			
Bengal roofing	Sqrs	2½	10/0/0	25 - -			
Carriage of Materials per train	T. Mls	465	0/0/4	9 11 -			
Contingencies @ 5%				24 11 1	53 12 8		
Semaphore signals 1 double				- - -	350 - -		
Ironing do				42 - -			
Single Switches	No	5	157/8/0	- - -	787 8 -		
Crossings	"	5	76/11/0	- - -	383 7 10		
Lamps and Brackets	"	2	15/0/0	- - -	30 - -		
Lamp posts and Lamps	"	6	20/0/0	- - -	120 - -		
Name Board	"	1	25/0/0	25 - -			
Buffer stop	"	1	150/0/0	150 - -			
Carriage of Materials per train	T Mls	816	0/0/4	17 - -			
Contingencies @ 5%				11 11 2	83 8 9		
				245 11 2	1,754 8 9	2,000 3 9	5,119 8 -
			4.	Station Machinery			5,119 8 -

Ag Chief Engineer
24th 12/74

Carnatic Railway Company Limited

Estimated cost of constructing Telegraph (single line) between Conjeveram and Chingleput.

Particulars	Unit	Quantity	Rate	To be expended departmentally Rs a. p	To be drawn from Stores Rs a. p	Total Rs a. p	Total Rs a. p
VI Construction of Telegraph:							
No 5 Wire galvanized	lbs.	651	0/1/6	" " "	61 " 6		
No 12 wire do for binding Insulators and wire	"	3	0/1/6	" " "	" 4 6		
Brackets Iron galvanized	No.	20	0/4/0	" " "	5 " "		
Coach screws do	"	60	0/0/3	" " "	" 15 "		
Insulators	"	20	0/9/0	" " "	11 14 "		
Zinc pole roofs	"	20	0/4/6	" " "	5 10 "		
Clout Nails for do	"	60		" " "	" 8 "		
Coal tar	gallons	10	0/4/0	" " "	2 8 "		
No 5 Wire galvanized for lightning Conductors to posts	lbs.	60	0/1/6	" " "	5 10 "		
Solder	lb	1	0/8/0	" " "	" 8 "		
Spirit of salt					" 1 4		
Teak posts	No.	20	14/0/0	280 " "			
Staples for fixing lightning Conductors to wooden posts	"	300		3 8 "			
Labor				15 " "			
Carriage of Materials				16 1 "			
Contingencies				15 11 8	14 11 2		
Total for one mile				330 4 8	98 10 6	428 15 2	
For 20.96 Miles Total Rupees							8990 12 "
Instruments &c. at the Stations							
Instruments Morse	No.	3	265/0/0	" " "	795 " "		
Lightning protectors	"	5	22/0/0	" " "	110 " "		
Earth plates Copper	"	3	5/9/0	" " "	16 11 "		
Batting couples	lbs.	10	25/0/0	" " "	250 " "		
Shackles	No.	6	0/12/6	" " "	4 11 "		
Reading lamps	"	3	7/0/0	" " "	21 " "		
Labor &c. for fitting up 3 stations				45 " "			
Clocks	No.	3		60 " "			
Carriage of Materials				30 " "			
Contingencies				6 12 "	59 13 10		
				141 12 "	1,257 3 10	1,398 15 10	1,398 15 10
							10,389 11 10

Chief Engineer

Particulars	Unit	Quantity	Rate	To be expended departmentally Rs. as. p.	To be drawn from Stores Rs. as. p.	Total Rs. as. p.	Total Rs. as. p.
IX Maintenance.							
Maintaining the Line for 24 Months	Ms	20.7.67	5% per annum for 2 years	25,152 - -		25,152 - -	
IX Maintenance							25,152 - -

Jo Thomas
Dy Chief Engineer
26th/2/74

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Carnatic Railway Company Limited
Chingleput to Conjeeveram

Table of Gradients

From Chingleput to Conjeeveram

From		To		Length	Gradient	Rise	From		To		Length	Gradient	Rise
Miles	Chains	Miles	Chains	Chains	1 in	or Fall	Miles	Chains	Miles	Chains	Chains	1 in	or Fall
"	"	"	7	7	Level		11	73-64	12	42-64	49-00	580	Rise
"	7	"	30	23	696	Fall	12	42-64	12	66-44	24-00	200	Do
"	30	1	64	104	Level		12	66-64	13	16-64	30-00	Level	
1	54	1	63-43	9-43	295	Rise	13	16-64	13	76-64	60-00	566	Rise
1	63-43	2	34	60-57	1408	Do	13	76-64	14	42-64	46-	Level	
2	34	3	24	70-00	499	Do	14	42-64	15	2-64	40-0	200	Rise
3	24	3	64	40-00	943	Fall	15	2-64	15	55-64	53-00	Level	
3	64	4	47-33	63-33	632	Rise	15	55-64	16	5-64	30-0	416	Rise
4	47-33	4	71-33	24-00	Level		16	5-64	16	20-64	15-0	200	Do
4	71-33	5	16-33	25-00	300	Rise	16	20-64	16	46-64	26-0	Level	
[illegible]	21-33	5	42-33	26	Level		[illegible]	16-64	[illegible]	64	18-00	330	Rise
6	25-33	6	46-33	21-00	Level		17	35-64	18	18-64	63-00	298	Rise
6	46-33	7	1-33	35	385	Rise	18	18-64	18	63-64	45-00	230	Do
7	1-33	7	29-33	28-00	336	Do	18	63-64	19	68-64	85-0	Level	
7	29-33	8	4-63	55-30	Level		19	68-64	20	10-64	22-00	257	Rise
8	4-63	8	11-33	6-70	924	Rise	20	10-64	20	59-64	49-00	Level	
8	11-33	9	40-47	109-14	Level		20	59-64	20	76-67	17-03	200	Rise.
9	40-47	10	56-64	96-17	255	Rise	-	-	-	-			
10	56-64	11	12-64	36-00	3110	Do	-	-	-	-			
11	12-64	11	73-64	61-00	2684	Do	-	-	-	-			

J. B. Jones
Dy Chief Engineer
24th Sept 75

Carnatic Railway Company Limited

Chingleput & Conjeeveram

Table of Curves.

Miles from Chingleput				Length of Curve	Radius	Direction
From		To				
Miles	chains	Miles	chains			
1	63.5	1	66.85	3.35	42.975	Left
3	34.50	3	42.75	8.25	42.975	Right
4	79.25	5	14.00	14.75	28.65	Left
6	47.93	6	50.00	2.07	42.975	Right
7	75.49	8	4.63	9.14	42.975	Left
9	37.26	9	43.68	6.42	42.975	do
11	8.75	11	20.25	11.50	30.00	Right
13	75.00	14	3.60	5.60	30.00	Left
15	66.00	15	67.50	11.50	30.00	Right
16	15.80	16	27.00	11.20	40.00	Left
16	74.60	17	1.60	7.00	40.00	do
20	51.60	20	76.67	25.07	20.00	Right.

J. Chief Engineer

26th Jan/74

Carnatic Railway Company (Limited)

Estimated cost of one mile of Permanent way Materials

26

Description	Unit	Quantity	Rate	Amount To be expended departmentally	Amount To be drawn from stores	Total
			Rs. a p		Rs	
Rails	Tons	64.64	175-5-5	" " "	11,334 " "	
Fish plates	"	2.25	195.8.9	" " "	440 " "	
Fish bolts	"	0.86	404-10.3	" " "	348 " "	
Fang bolts	"	1.39	293-15-1	" " "	408 " "	
Spikes	"	1.71	287-12.9	" " "	492 " "	
Slupers	No	2,100	1-15-2½	" " "	4,096 " "	
		Total cost per mile			Rupees	17,118 " "

Say cost per mile Rupees 17,118 or Rupees 9, annas 11 and pice 8 per lineal yard inclusive of freight insurance and landing charges with and 5% on Slupers for bent pails wastage p.m.

Description	Unit	No. or quantity	Weight in lbs.	Weight per mile
Rails	Lin. yds	3,593	40.3	64.64
Fish plates	No	1,120	4.5	2.25
Fish Bolts	"	2,240	.86	0.86
Fang Bolts	"	2,224	1.4	1.39
Spikes	"	7,661	.5	1.71
Slupers	"	2,100	84.0	78.77
		Total	Tons	149.62

Say total weight per mile Tons 150 including allowance for bent pails wastage p.m. as above.

J. H. Rose
for Chief Engineer
24th 2/74

Copy.

GOVERNMENT OF IN
PUBLIC WORKS DEPAR
RAILWAY.

To

THE MOST HON'BLE
THE SECY. OF STATE

No. 149 RAILWAY.

Dated August 15, 1874.

Received —24"

No: 1945

2.6 5.4 Cs

Ordered & Recorded.

2654

Gen

Go. No: 2654.17

Recommends a proposal of the Madras to convert the open line Railway from Arcotum to Conjee

C.E. for Rep: on 1 Copies Gulla-Kalahasti

Cons Engineers Office
Rec'd 7th February 1874

P.G. d/ 17th September 1874
In B. d/ 11.3.74
P.W. 1950/74 M.M. 520/74
6/74
G-o-2654-17-9-74

C.R.C.O.L.D.

ENGINEERING DEPARTMENT

ESTIMATE

5314

Govt. of {1874} Madr

PUBLIC WORKS.

To

The Secretary of State

Dated

Recd. Encl. 6.

G. O., 17 Sept. 1874, No. 2654

5 Plans

Nos. 374-378.

Carnatic Railway -

Endorsement by the Govt. of India forwarding for information a copy of a letter despatched to the Secretary of State for India recommending a proposal of the Govt. of Madras to convert the open line of the Carnatic Ry. from

ESTIMATE

ge, and to
d it to Chingleput
d to be recorded