

- (1) Number of pages _____
(2) Date of repair _____
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	2796	(Ry)	Press
B.P. No.			Mis.
Dated	29-9-		1875

Not to be folded or roughly handled

Abstract

Madras Railway

Indent for stores required for use by the Engineering Department

No.	Particulars of stores required as particularised in indent for laying a double line between Madras and Arcot.	Rs. 959970
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Rs. 959970

Submitted for approval and sanction
of Govt of India 1895

Agent and a Manager

For the Agent and a Manager

Director of the

No 1148

Madras Railway.

Indent for Stores required for use by the Engineering Department, to be delivered at Madras.

Description of Stores	Approximate Estimate of the cost	Explanation as to the necessity of the stores - the supply is required	Period for which the supply is required	Total of the stock in hand	The average yearly consumption	Remarks
Twenty three thousand seven hundred and sixty (23,760) Weight Iron double headed Rails, each 20 feet long and weighing 75 lbs to the yard - as per Mr John Hawkshaw's Specification dated 14 October 1862.	Rupees 959,970	Required for laying the double line, inclusive of siding between Madras and Arcot.	Permanently	None	Variable	The quantities of Rails, Fish Plates, with Bolts and Nuts, Tie Bars, Gibbs and Cottars are calculated for a length of 40 miles - The Posts for a length of 80 miles.
Forty seven thousand five hundred and twenty (47,520) Weight Iron Fishing Plates, as per Specification of the same date as above referred to.						To accompany Mr. Chief Engineer's letter No 223 of the 7 April 1875.
Twenty five thousand and forty (25,040) Weight Iron Bolts and Nuts for Fishing Plates, as per Specification of the same date as above referred to.						
One hundred and ten thousand eight hundred and eighty (110,880) Grease Patent Cast Iron Flat Slapens to suit above named Rails.						
Twenty one thousand two hundred and eighty (21,280) Weight Iron Tuckers to suit above named Slapens.						
One hundred and forty two thousand five hundred and sixty (142,560) Gibbs as per Sketch accompanying Indent.						
One hundred and forty two thousand five hundred and sixty (142,560) Cottars as per Sketch accompanying Indent.						

Madras Railway
Chief Engineer's Office
Madras 7 April 1875

John Hawkshaw
Agent and Manager

John Hawkshaw
Chief Engineer

MADRAS RAILWAY.

Capital

South West Line.

Estimate of the cost of laying an additional line of rails,
between 1st Mile 32 1/2 Chains and Brady Station
as per Plan No.

DESCRIPTION	Quantity	Rate	To be expended Departmentally.	To be drawn from Stores.	Total.
Earthwork in making formation	8600	73/-	1612 8		
Ballasting	40378	78/-	20129		
Laying of Rails	15136	78/-	7568		
Cost of Permanent way materials	15136	151/-	2232	224202	
Laying Points and crossings	1	101/-	10		
Cost of 10 th	1	538/-	190	348	
Loading and unloading charges			52 4		
Carriage of materials	2332	73/7	546 9		
Contingencies			3347 15	22453	
Cost of Ladders, Sleepers &c. required for carrying the Railway upon the Bridges over the lengths above mentioned as per annexed Estimate			36826	247005	283831
			1484	1579	3063
Total Rupees.			38310	248584	286894

Rupees Two lacs, eighty six thousand, eight hundred and ninety four
Chief Engineer's Office
10th April 1875
This sanction will lapse at the end of the second
quarter after the receipt of sanction in the office

DESCRIPTION.

To be expended
Departmentally.

To be drawn
from Stores.

MADRAS RAILWAY.

South West Line.

Estimate of the cost of ⁸⁰⁰ sleepers required to carry the
Railway over the Bridges between 4 Miles 32 1/2 Chains and
Arady Station as per Plan No. —

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Single 6 feet Rail Girders at 110 lbs. 65 chrs.					
Stone Sills for Rail Girders Chais. Cft.	20	2 1/4	40		
Teak Timber — " —	24	3 1/8	84		
Planking 2" thick for gangway 18 ft.	18	7 10	11	4	
Cost of and fitting Rail Girders Complete — No	1	90 1/4	10	80	
Laying timber work — Sqrs.	2	7 1/4	14	4	
Loading and unloading charges —			18		
Furnage of materials — Tons	2	7 1/2	15		
Contingencies —			14	10	8
			162	89	251
Single 6 feet Rail Girders at 5 Miles 16 1/2 Chains					
Stone Sills for Rail Girders Chais. Cft.	20	2 1/4	40		
Teak Timber — " —	24	3 1/8	84		
Planking 2" thick for gangway 18 ft.	18	7 10	11	4	
Cost of and fitting Rail Girders Complete — No	1	90 1/4	10	80	
Laying timber work — Sqrs.	2	7 1/4	14	4	
Loading and unloading charges —			18		
Furnage of materials — Tons	2	7 1/2	15		
Contingencies —			14	10	8
			162	89	251

20/12/18
1868-1869
3801

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Single 9 feet Opening with Wrought Iron Guides at 6 Miles 2 Chains					
Stone Sills under Guides - Cft.	12	2 1/4	24 ..		
Teak Timber ..	24	3 1/8	84 ..		
Planking 2" thick for gangway - Sq ft.	20	7/10	12 8 ..		
Wrought Iron in Guides 8" x 13" 2	2	370 1/2	8 12 5	240 15 1/2	
Painting Iron work - Sqrs.	1	2 1/4	1 ..	1 ..	
Tanning timber work ..	2	7/4	4 ..	4 ..	
Loading and unloading charges ..			1 11 ..		
Carriage of materials - Tons	2	7 1/2	5 ..		
Contingencies ..			13 7 1/2	24 12 5	
			146 ..	267 ..	413 ..
Double 6 feet Rail Guides at 6 Miles 12 Chains					
Stone Sills for Rail Guides Chain - Cft.	30	2 1/4	60 ..		
Teak Timber ..	30	3 1/8	126 ..		
Planking 2" thick for gangway - Sq ft.	32	7/10	20 ..		
Cost of and fitting Rail Guides Complete ..	1	160 1/2	160 ..	160 ..	
Tanning timber work - Sqrs.	3	7/4	6 ..	6 ..	
Loading and unloading charges ..			2 10 ..		
Carriage of materials - Tons	2	7 1/2	5 10 ..		
Contingencies ..			22 10 2	160 ..	
			252 ..	160 ..	412 ..
Single 9 feet Opening with Wrought Iron Guides at 6 Miles 6 1/2 Chains					
Stone Sills under Guides - Cft.	12	2 1/4	24 ..		
Teak Timber ..	24	3 1/8	84 ..		
Planking 2" thick for gangway - Sq ft.	20	7/10	12 8 ..		
Wrought Iron in Guides 8" x 13" 2	2	370 1/2	8 12 5	240 15 1/2	
Painting Iron work - Sqrs.	1	2 1/4	1 ..	1 ..	
Tanning timber work ..	2	7/4	4 ..	4 ..	
Carried over ..			130 85	242 37	

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Brought forward ..			130 85	242 37	
Single 9 feet Opening at 6 Miles 6 1/2 Chains (Continued)					
Loading and unloading charges ..			1 11 ..		
Carriage of materials - Tons	2	7 1/2	5 10 ..		
Contingencies ..			13 6 9	24 12 5	
			146 ..	267 ..	413 ..
Single 9 feet Opening with Wrought Iron Guides at 6 Miles 6 1/2 Chains					
Stone Sills under Guides - Cft.	12	2 1/4	24 ..		
Teak Timber ..	24	3 1/8	84 ..		
Planking 2" thick for gangway - Sq ft.	20	7/10	12 8 ..		
Wrought Iron in Guides 8" x 13" 2	2	370 1/2	8 12 5	240 15 1/2	
Painting Iron work - Sqrs.	1	2 1/4	1 ..	1 ..	
Tanning Timber work ..	2	7/4	4 ..	4 ..	
Loading and unloading charges ..			1 11 ..		
Carriage of materials - Tons	2	7 1/2	5 10 ..		
Contingencies ..			13 5 11	24 12 5	
			146 ..	267 ..	413 ..
Single 6 feet Rail Guides at 6 Miles 6 1/2 Chains and 6 Miles 12 Chains					
Stone Sills for Rail Guides Chain - Cft.	20	2 1/4	40 ..		
Teak Timber ..	24	3 1/8	84 ..		
Planking 2" thick for gangway - Sq ft.	18	7/10	11 4 ..		
Cost of and fitting Rail Guides Complete ..	1	90 1/2	10 ..	80 ..	
Tanning Timber work - Sqrs.	2	7/4	4 ..	4 ..	
Loading and unloading charges ..			1 8 ..		
Carriage of materials - Tons	2	7 1/2	8 4 ..		
Contingencies ..			14 7 8	8 12 ..	
			162 ..	89 ..	251 ..
Total for two ..			324 ..	178 ..	502 ..

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Single 6 feet Opening with Wrought					
Iron Guides at 12 Miles 15 Chains					
Stone Sills under Guides Cft.	12	2 1/4	24		
Teak Timber	24	3 1/8	84		
Planking 2 inch for gangway 6 ft.	20	7 1/2	128		
Wrought Iron in Guides 1/2 inch 15 Chains 2	370 1/4		8125	240157	
Painting Ironwork	1	2 1/4	1	1	
Laying Timberwork	2	7 1/4	4	4	
Loading and unloading charges			11		
Carriage of materials	2	7 5/5	1010		
Contingencies			1319	24125	
			146	264	413
Summary					
Single 6 feet Rail Guides at 12 Miles 15 Chains			162	89	251
Single 6 feet Rail Guides at 5 Miles 15 Chains			162	89	251
Single 6 feet Opening at 12 Miles 2 Chains			146	264	413
Double 6 feet Rail Guides at 12 Miles 15 Chains			252	155	407
Single 6 feet Opening at 12 Miles 6 1/2 Chains			146	264	413
Single 6 feet Opening at 12 Miles 6 1/2 Chains			146	264	413
Single 6 feet Rail Guides at 12 Miles 6 1/2 Chains and 12 Miles 15 Chains			324	178	502
Single 6 feet Opening at 12 Miles 15 Chains			146	264	413
			1484	1579	3063
Total Rupees					

Chief Engineer's Office
10th April 1875

Agent and Manager
Actg. Chief Engineer

MADRAS RAILWAY.

ENGINEERING DEPARTMENT.

Estimate.

Required for the Madras Railway in the South West Line

DESCRIPTION.	To be expended Departmentally.	To be drawn from Stores.	Total.
III. Construction of Line.			
1. Earthwork.	1832 4		1832 4
2. Bridge Work.			
1 Minor Bridge 90 ft.	1484	1579	3063
IV. Ballasting & Permanent Way.			
1. Ballasting.	22941 6		22941 6
2. Permanent Way.	11836 3	246622 3	258458 6
V. Stations and Buildings.			
1. Station Machinery.	216 3	382 13	599
Laying an additional line of Rail between the 12 Miles 3 1/2 Chains and Avady Station as per annexed Estimate			
TOTAL...	38310	248584	286894

Submitted for approval and Sanction to the Government of

Agent and Manager, Railway.

Actg. Chief Engineer, Railway.

CHIEF ENGINEER'S OFFICE,

10th April

1875.

Consulting Engineer to Government.

Secretary to Government.

MADRAS RAILWAY.
ENGINEERING DEPARTMENT.

*This sanction will
be given at the end
of the second quarter
after the receipt of
sanction in this
office.*

Estimate.

Required for the Madras Railway in the *South West Line*

DESCRIPTION.	To be expended Departmentally.		To be drawn from Stores.		Total.	
III. Construction of Line.						
1. Earthwork.	330	10			330	10
2. Bridge Work.						
1. Minor Bridges &c.	957		6452		7409	
IV. Ballasting & Permanent Way						
1. Ballasting.	4137	9			4137	9
2. Permanent Way.	2155	2	45166	4	47321	6
V. Stations and Buildings.						
4. Station Machinery.	424	11	765	12	1190	7
Laying an additional Line of Rail between Royapuram and Teyasarpady Junction &c. annexed Estimate						
TOTAL.	8005		52384		60389	

Submitted for approval and sanction to the Government of

[Signature]
Agent and Manager, Railway.

[Signature]
Acty. Chief Engineer, Railway.

CHIEF ENGINEER'S OFFICE,

10th April 1875.

Consulting Engineer to Government.

Secretary to Government.

Handwritten notes and signatures on the left page, including '2284' and '1883'.

MADRAS RAILWAY.

Capital

South West Line.

Estimate of the cost of laying an additional Line of Rails,
between Royapuram and Vyasarpandy Junction.
as per Plan No.

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Earthwork in making formation—	1576	73/100	2958		
Ballasting—	7395	78/100	36978		
Laying of rails—	2772	78/100	1386		
Cost of Permanent way materials—	2772	15/100	51912	410604	
Laying Points and Crossings—	2	10/100	20		
Cost of—	2	538/100	380	696	
Loading and unloading charges—			98		
Carriage of materials from—	428	7/15	1124		
Contingencies—			64018	417512	
			7048	45932	52980
Cost of Guides, Sleepers, &c. required to carry the Railway upon the Bridges over the length above mentioned— as per annexed estimate—			954	6452	7406
Total Rupees.			8005	52384	60389

Rupees Sixty thousand, three hundred and eighty nine

Chief Engineer's Office
10th April 1875

Agent & Manager

This sanction will lapse at the end of the second quarter,
after the receipt of sanction in this Office.

Actg. Chief Engineer

10/4/75
1875
1875

DESCRIPTION

MADRAS RAILWAY.

South West Line.

Estimate of the cost of Guides, Sleepers &c required to carry the Railway over the Bridges between Royapuram Station, and Veyasarpandy Junction. as per Plan No.

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Single 50 feet opening with Wrought Iron Guides at 1 mile 5 1/2 chain					
Stone Sills under Guides—Cft	30	2 1/2	60 ..		
Teak Timber—	108	3 1/8	378 ..		
Planking 2" stick for gangway—	83	7 10	51 14 ..		
Wrought Iron in Guides &c—Tons	14 5 10	3 10 1/2	204 17	5604 145	
Painting Ironwork—	16	2 1/2	16 ..	16 ..	
Tanning timber work—	9	7 1/4	12 ..	12 ..	
Loading and unloading charges—			25 ..		
Fringes of materials—Tons	19	7 1/10	150 ..		
Contingencies—			43 14 7	562 15 7	
			811 ..	6125 ..	6996 ..
Single 9 feet opening with Wrought Iron Guides at 1 mile 7 1/2 chain					
Stone Sills under Guides—Cft	12	2 1/2	24 ..		
Teak Timber—	24	3 1/8	84 ..		
Planking 2" stick for gangway—	20	7 10	12 8 ..		
Wrought Iron in Guides &c—Tons	14 5 2	3 10 1/2	812 5	240 15 7	
Painting Ironwork—	1	2 1/2	1 ..	1 ..	
James over—			130 45	241 15 7	

1204
5/1/95

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Brought forward. <i>Re</i>			130 45	241 157	
Single 9 ft Opening at Millidicholentunna					
Tarling Timber — <i>Sys</i>	2 7/41.		" 4 "	" 4 "	
Loading and unloading charges —			111 "		
Carriage of materials — <i>Tons</i>	2 7/10		" 18 "		
Contingencies —			13 10 "	24 125	
<i>Re</i>			116 "	267 "	413 "
<u>Summary.</u>					
Single 50 feet Opening at Millidicholentunna			211 "	6185 "	6396 "
Single 9 feet Opening at Millidicholentunna			116 "	267 "	413 "
Total Rupees			957 "	6452 "	7409 "
Chief Engineer's Office					
10th April 1875					
Agent, S. S. S. S.					
Actg. Secy. Engineer					
29 Sept 1875					

All communications
should be addressed to
the Secretary.

No. 1172 R.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY.

SIMLA, SEPTEMBER 1, 1875.

Madras Railway—Proposed doubling of the line as far as Arcunum in view of
an expected increase of traffic while the projected harbour at Madras is
under construction.

Read again:—

Letters from the Government of Madras Nos. 1196 and 1372, dated the 30th April
and 14th May 1875 respectively.

Letters to the Government of Madras Nos. 1363 R and 1406 R, dated 31st May and
9th June 1875 respectively.

Read also:—

No. 61, dated 24th June 1875.

From—The Secretary of State for India,

To—The Government of India.

I transmit herewith copies of a letter* and enclosures from the Madras Railway Board from
which it appears that the Madras Government, in view
of an expected increase of traffic while the projected
harbour is under construction, have sanctioned the doubling
of the Madras railway as far as Arcunum, and have
authorised the Agent to indent on the Board for the
necessary permanent-way materials, as he has accordingly done.

2. This proceeding does not appear to have been submitted for your approval, which of
itself would have been a sufficient reason for my declining to confirm it. But independently
of this consideration, I am satisfied that there is no necessity for doubling the line to
Arcunum, and I am also persuaded that, even on the first nine or ten miles, between Madras
and Umbatoor, the existing single line may, by proper traffic arrangements, be easily enabled
to suffice for carriage of the largest quantity of material which will require to be brought
down daily for the purposes of the harbour. The Board, it will be seen, take a similar view
of the matter, and I shall not therefore allow any action to be taken on the indent received
by them.

No. 3091, dated 4th June, 1875.

From—J. BYRNE, Esq., Secretary, London Board, Madras Railway Company,

To—The Under Secretary of State for India.

I am directed to transmit, for the information of the Secretary of State in Council, the
accompanying extracts from letters of the Company's Agent and Manager at Madras, and
copy of one of the indents therein referred to for 45 miles of permanent-way materials for the
purpose of doubling the line to Arcunum, which has received the sanction of the Madras
Government on the condition specified in their Order No. 1050 B, dated 15th April 1875.

The Directors are of opinion that the expenditure thus proposed is by no means absolutely necessary, even if all the materials for the new harbour for Madras be carried through the agency of this Company's line; but as they have at present no official knowledge of the intentions of the Government in regard to the harbour, it appears to them premature to consider the question of providing means for its execution, in addition to which, diverting to the Resolution of the Government of India of the 6th February 1871, the Directors feel they would not be justified in giving their sanction to so great an outlay to be charged against Capital which is not calculated to produce a permanent increase in the net revenues of the line.

The Board have enquired into the capability of their establishment to execute the duty required without the proposed addition to the permanent-way, and they have been informed that the 234,150 tons of granite which Mr. Parkes states he will require to be brought from Tritany may be easily carried upon the present line at the rate of about 300 tons per day. Also that this, as well as the larger quantity of laterite to be brought from the neighbourhood of Umbatoor, might be carried upon the existing line, though not without considerable difficulty.

Under these circumstances the Board are averse to the proposition of doubling any portion of the line at present; but should further enquiry satisfy them or the Government that it would be right on grounds of necessity or economy to undertake the latter part of the work, viz., from Madras to Umbatoor, they would be ready to take measures for carrying it out when the Government desire it.

The Board conclude that whatever value of labor and materials may be expended for the special convenience of the harbour works, such as in the construction of branch lines, quarry lines and sidings and the alteration of vehicles, will be considered as part of the harbour undertaking and paid for out by the harbour funds.

Extract from a letter No. 1152, dated the 16th April 1875, from the Agent and Manager, Madras Railway Company.

33. Letter No. 337 of the 22nd instant to the Consulting Engineer, in which I stated that at an interview with the Acting Chief Engineer appointed to construct a harbour at Madras, on the morning of the 31st ultimo, it was determined that in view to the conveyance over our line of the material for the construction of the Madras Harbour, it would be necessary to lay down a double line of rails as far as Arcotum, and possibly a few miles further.

34. I therefore requested Mr. Gonig to prepare an indent on the Board for the additional rails that he would require, and I forwarded, for the sanction of Government, an Indent No. 147, for 75 miles of wrought-iron double-headed rails, 75 lbs. to the yard. About half of this quantity I stated would be required for doubling the line as explained above, and I added that the Acting Chief Engineer thinks that as we have only 9½ miles of these rails on hand, it is highly desirable that we should now increase our stock for renewals in order to be prepared for the increasing rate at which rails are becoming worn out on the 1st Division, South-West Line.

35. I expressed the hope that, under the circumstances, His Excellency the Governor in Council would be pleased to authorise the transmission of the indent to the Board for compliance.

36. The Consulting Engineer, in acknowledging the receipt of my letter, returned indent No. 147, and requested that, in place of it, two indents might be forwarded for submission to Government, one showing the rails which will be required for doubling the line in consequence of the expected construction of the harbour, and the other showing the rails which are considered to be necessary for ordinary renewals.

37. Colonel Stewart also requested that an estimate might be prepared for submission to Government, showing the probable cost of doubling the line for the conveyance of materials for the harbour, and he stated that it seems to him that in the first instance it would be sufficient to deal with the doubling of the line between Perambore and Arcotum.

38. With my letter of the 9th instant, No. 372, I forwarded to the Consulting Engineer as requested, two indents, Nos. 147 and 148, for the additional permanent-way materials required.

39. I stated that in sending these indents to me the Acting Chief Engineer remarks as follows:—

“The first indent includes rails for 45 miles of road, or sufficient to lay down the second line from Rayapooram to Veysarapandy, and from Perambore to Arcotum, with an addition for sidings.

“It also includes tie-bars, fish-plates, fish-bolts and nuts, cottars and gibs sufficient for 45 miles of rails, and pot sleepers for 35 miles, as out of the 20 miles of these sleepers now in stock, I propose transferring 10 miles to the purpose of laying the second line to Arcotum.

“The second indent is for 25 miles of rails for renewals of the existing road. The present stock of iron-rails on hand for this purpose is sufficient for 9½ miles. It is true our renewals last year amounted to only 2 miles, of rails, but the road from Madras to Arcot, 65 miles, has had a life of 19 years, and although I see no great reason to fear a sudden collapse of the rails on this section, still renewals will increase rapidly, and it is well to be prepared for this. I therefore, think it desirable to increase the stock by the amount herewith indented for.”

40. I stated that I should be glad to receive authority to send the two indents to the Board for compliance.

Extract from a letter No. 1154, dated the 20th April 1875, from the Agent and Manager, Madras Railway Company.

6. Letter No. 433 of the 19th instant, with which the Consulting Engineer forwarded me a copy of the Proceedings of Government dated the 15th April 1875, No. 1050B, in which His Excellency the Governor in Council authorises the transmission to the Board of the indent for the permanent-way materials required for doubling the line from Rayapooram to Veysarapandy, and from Perambore to Arcotum.

7. Colonel Shaw Stewart in directing my attention to the order of Government stated that some doubt exists as to whether granite from Tritany will be used in the construction of the Harbour, and that the indent is sanctioned on the condition that the Board shall ascertain distinctly from Mr. Parkes, the Harbour Engineer, that he adheres to the use of granite, before complying with the indent beyond the extent necessary for doubling the line as far as Avady only.

8. The Consulting Engineer adds: “Until a decision on this point is obtained, no work should be undertaken beyond Avady, but arrangements may at once be made for preparing the double roadway for the reception of the rails up to Hurbatoor and the laterite quarries.”

“With reference to para. 2 of my No. 377 of the 3rd instant, it will be as well to prepare two estimates, one on the supposition that both laterite and granite are obtained from the sites indicated, and the other making provision for the carriage of laterite only.”

The indent No. 148 in question was forwarded to you on the 22nd instant with my demi-official letter No. 1356, and I shall feel obliged by your arranging to send out at as early a date as possible, the materials necessary for forming a double line to Avady, the immediate commencement of which the Government have authorised.

Indent for Stores required for use by the Engineer Department, Madras Railway, to be delivered at Madras.

Description of Stores.	Approximate estimate of the cost.	Explanation as to the necessity of the stores.	Period for which the supply is required.	Total of the stock in hand.	The average yearly consumption.	REMARKS.
Twenty-three thousand seven hundred and sixty (23,760) wrought-iron double-headed rails, each 20 feet long, and weighing 11 lbs to the yard, as per Sir John Hawkshaw's specification dated 14th October 1862. Forty-seven thousand five hundred and twenty (47,520) wrought-iron fishing-plates, as per specification of the same date as above referred to. Ninety-five thousand and forty (95,040) wrought-iron bolts and nuts for fishing-plates, as per specification of same date as above referred to. One hundred and ten thousand eight hundred and eighty (110,880) Greaves' patent cast-iron pot sleepers to suit above-named rails. Seventy-one thousand two hundred and eighty (71,280) wrought-iron fish-bars to suit above-named sleepers. One hundred and forty-two thousand five hundred and sixty (142,560) girders, as per sketch accompanying indent. One hundred and forty-two thousand five hundred and sixty (142,560) cottars, as per sketch accompanying indent.	Rs. A. P. 9,59,910 0 0	Required for laying the double line, exclusive of sidings between Madras and Arcot.	Permanently.	None.	Variable.	The quantities of rails, fish-plates, with bolts and nuts, tie-bars, girders and cottars are calculated for a length of 45 miles. The pots for a length of 55 miles.

MADRAS RAILWAY,

CHIEF ENGINEER'S OFFICE,

MADRAS,

The 7th April 1875.

(SD) R. B. ELWIN,

Agent and Manager.

(SD) T. H. CONIG,

Acting Chief Engineer.

[5]

ORDER.—Ordered, that a copy of this despatch and enclosures be forwarded to the Government of Madras in the Public Works Department (Railway), for information and guidance, and that the estimates and indent and plan received with the letters from that Government and read in this Resolution, be returned.

H. DRUMMOND, Colonel, R. E.

Deputy Secretary.

P. W. 1895 Dep't.
No: 6284

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY.

To

No. 2172 R.

Dated SIMLA, September 1, 1875.

Received

8.7/1

Madras Railway.—Proposed doubling of the line as far as Arcotum, in view of an expected increase of traffic while the projected harbour at Madras is under construction.

With order

24 Sept 75 - 20.11
25 Aug 75. 353. 357
24 July 75. 625
24 June - 623. 624
25 June 75. 516. 517
18 June 75. 247. 249
14 May 75. 301
304 - 305
3. April 75. 717
15 April 75. 397c. 397d.

For information and guidance in communication of No. 2172 R.
29 Sept 75
12 Oct 75
17 Oct 75
13-10-75
22/23
25-10-75
27.9.76
27.9.76

6284

Cost. of 1875
PUBLIC WORKS.

The Comptroller Genl.

Date: 29 Sept 1875
To: Secy. of the
Railways

No. 522-123

Transmitting the line between
Madras & Arcot, N.
By: - Letter of the Govt.
of India forwarding
copy of a despatch from
the Home Govt. declining
to sanction the proposed
line, commd. to the
Cong: for information.

1. 2 Sept 75 - 40-11
2. Aug 75. 363-357
3. July 75. 625
4. July - 623-624
5. June 75. 516-517
6. June 75. 247-249
7. May 75. 301
8. 304-305
9. April 75. 717
10. April 75. 397c. 397d.

No 2796
Communicated to the Comptroller Genl. for Railways
for information and guidance in continuation of No 2795
29 Sept 1875

19 Apr 75
15-10-75

10/2/76

10/22/23

10/22/23
10/22/23