

(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.	752	(R)	Press
B.P. No.			Mis.
Dated	17.3.		1875.

Not to be folded or roughly handled

No 444 Read the following letter from Colonel H DRUMMOND, R E, Deputy Secretary to the Government of India, Public Works Department, (Railway,) to Colonel G W WALKER, R E, Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 22nd February 1875, No 491 R —

I AM directed to acknowledge the receipt of your letter, No 206, dated 23rd January 1875, forwarding estimates for conversion of the South Indian Railway from broad to metre gauge

2 As recommended by the Government of Madras, that portion of the estimate, amounting to Rupees 1,02,786, which provides for conversion of the line between Negapatam and Trichinopoly, 82 miles, utilizing existing materials, is sanctioned by the Government of India.

3 In order to commence the conversion, which is to be effected in lengths of about 20 miles at one time, the Agent proposes to telegraph to his Board to send out by steamer 20 miles of metre gauge tie bars to use with the pot sleepers now in the line. Before the conversion of the second length of 20 miles is undertaken, the tie bars of the first length of 20 miles will be altered and made ready for use on the second section and so on. These proposals and the action taken to carry them out are approved.

4. As to whether Trichinopoly or Erode should be the point for the break of gauge, the Government of India agree with the Government of Madras that the question may be re opened and determined on its own merits. But as the Secretary of State has already decided that the line shall be converted to metre gauge up to Erode, the orders of Her Majesty's Government will have to be obtained before any change can be made. But, in the first instance, the Government of India desire to invite the attention of the Madras Government to the following points, to which full and detailed replies should be furnished with an expression of the views of His Excellency the Governor in Council —

- (1) What are the views of the Agent, South of India Railway, on the question?
- (2) The disadvantages to the Company of having two gauges in its system of railway should be fully considered, and whether having the complete control of the transshipment of goods in its own hands, which would be the case if the break of gauge were at Trichinopoly, would be reckoned in any degree a set off to the inconveniences of maintaining and working two gauges.
- (3) If the broad gauge is maintained by the South Indian Railway, between Erode and Trichinopoly, will the Madras Railway Company consent to work that length, and if so on what terms? taking over the whole of the South Indian Railway broad gauge engines and rolling stock, and is the latter Company willing to come to an agreement with the former Company on these terms.

(4) Is the South Indian Railway Company willing to make over the length from Trichinopoly to Erode absolutely, with all its works and stock, to the Madras Railway Company for due value received, if that course, on further consideration, should seem, on the whole, to be the most desirable of all by the two Railway Companies and the Madras Government?

5 Briefly the three propositions are —

(1.) Should the line from Trichinopoly to Erode be maintained and worked by the South of India as a broad gauge Railway?

(2) Should it be maintained by the South Indian Railway, but the traffic worked by the Madras Railway?

(3) Should it be sold outright to the Madras Railway?

6 The sanction accorded in paragraph 1 has been registered as No 43 M. R of 1874-75.

No 445.

ORDER THERLON, 17th March 1875, No. 752.

RAILWAY, No 56.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G O, No 205, dated 23rd January 1875

2. It will be observed that the Government of India sanction a sum of Rupees 1,02,786 for the conversion of the section of line between Negapatam and Trichinopoly. But that orders in respect to the remaining length from Trichinopoly to Erode are deferred pending submission of detailed information on the points enumerated in paragraph 4.

3 His Excellency the Governor in Council will await an expression of the views of the Railway Companies concerned and of the Consulting Engineer

(True Extract)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways

Exd S T Austin
Spare Copies

S. I. R.

ENGINEERING DEPARTMENT

No 1

ESTIMATE FOR CONVERTING THE LINE
BETWEEN NEGAPATAM AND ERODE FROM
BROAD (5-6") TO THE NARROW GAUGE (3-3 $\frac{3}{8}$)
USING LIGHT PERMANENT WAY MATERIALS VIZ 40.3LB $\frac{3}{4}$ RAIL
PER LINEAL YARD

No 2

USING HEAVY PERMANENT WAY MATERIALS VIZ 68LB $\frac{3}{4}$ RAIL
PER LINEAL YARD

D $\frac{0}{0}$

D $\frac{0}{0}$

D $\frac{0}{0}$

D $\frac{0}{0}$

Estimate of

Chief Engineer

5-10-94

Spec

7/14/94

South Indian Railway

Engineering Department

Index

General Summary of Estimates Nos. 1 and 2

Summary of Estimates No. 1

2 No. 1. 2

3 Details of Estimate No. 1 for III Construction of Line

4 No. 1. IV Ballast and Permanent Way

5 No. 1. V Stations + Buildings - 1 Station + Office

6 No. 1. 2

7 No. 1. 2

8 No. 1. 2

9 No. 1. 2

10 No. 1. 2

11 No. 1. 2

12 No. 1. 2

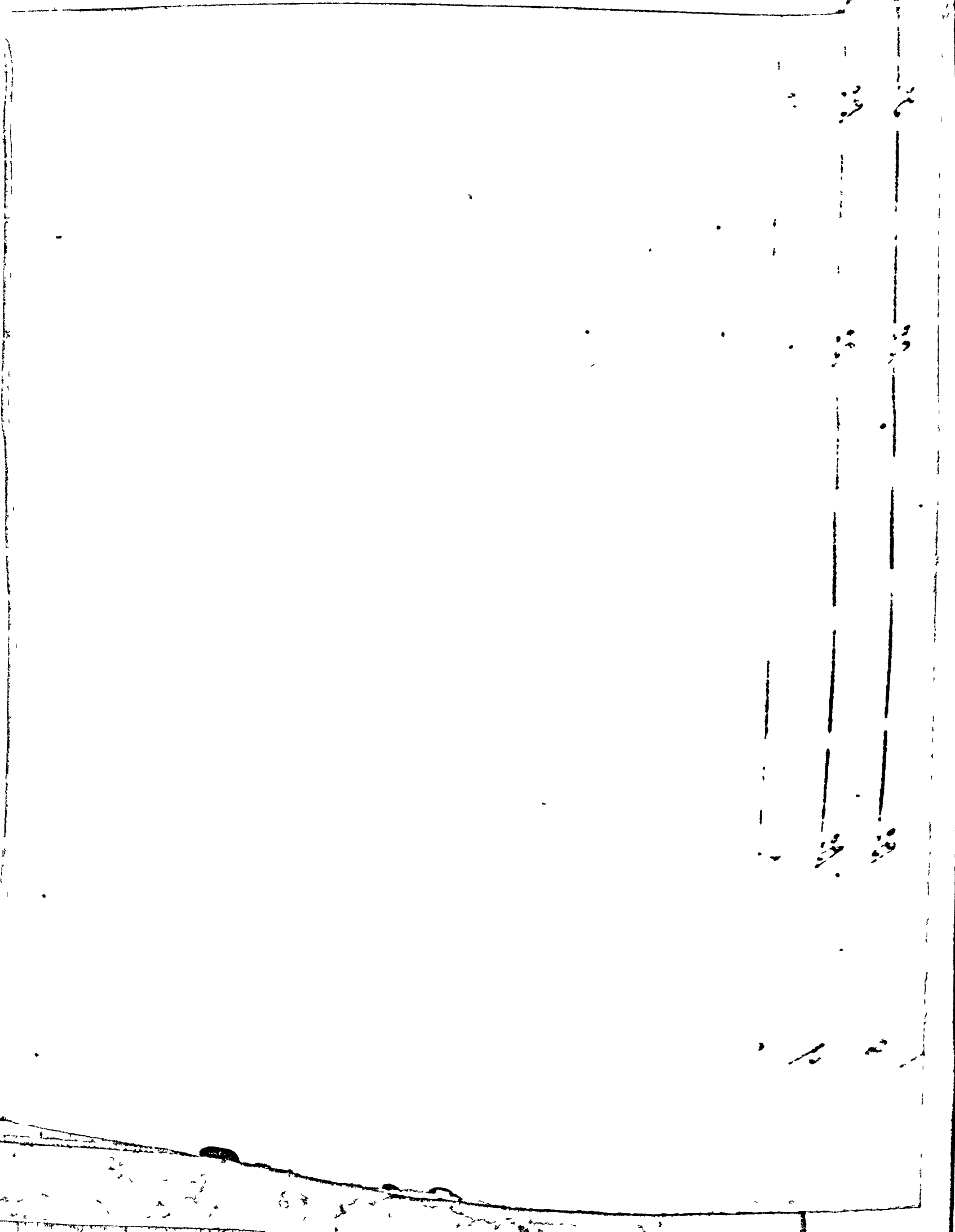
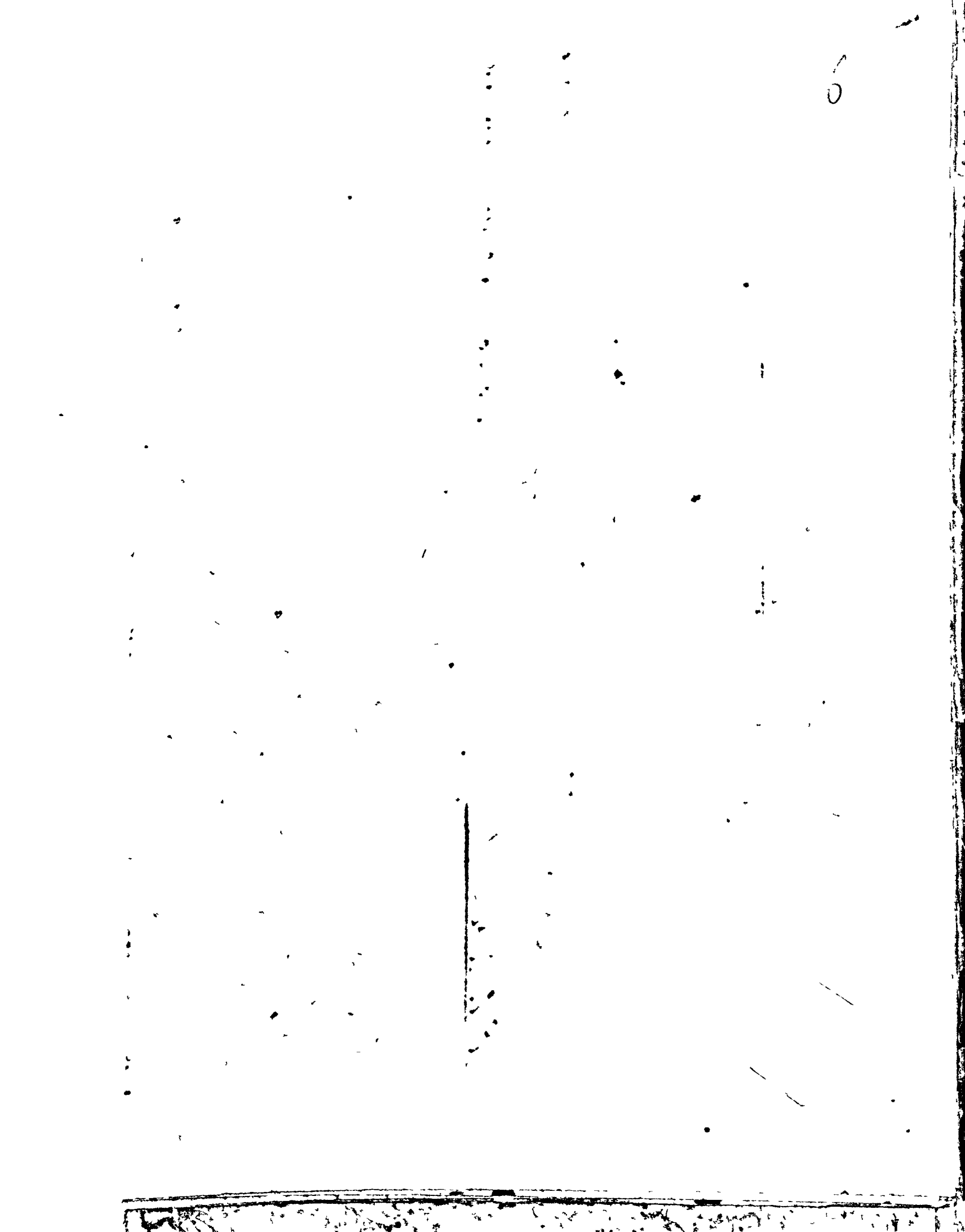
13 Value of old Permanent Way Materials between Negapatam + Erode

14 Details of Estimate No. 2. for III Construction of Line

15 No. 1. IV Ballast and Permanent Way

16 No. 1. V Stations and Buildings

17 Value of old Iron between Negapatam and Erode.



South Indian Railway Engineering Department General Summary of Estimated Nos 1 and 2

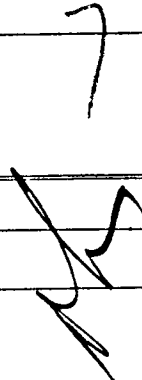
Description	to be expended at present or eventually	to be drawn from stores	Total		
			Rs as p	Rs as p	Rs as p
<u>Estimate No 1.</u> For converting the line between Megapattam and Erode from the broad (5'6") to the narrow Gauge (3'3 3/8") using new light Permanent way materials (viz 40.3 lbs rail to the linear yard) ————— 3,37,178 " " 24,57,841 " " 37,55,019 " "					
Deduct estimated value of heavy Permanent way materials at present in the line ————— 21,77,415 " "					
Total Estimate No 1					16,07,604 " "

Estimate No 2.
 For converting the line between Megapattam and Erode from the broad (5'6") to the narrow Gauge (3'3 3/8") using the heavy Permanent way materials at present in the line viz 68 lbs rail to the linear yard) ————— 95,081 " " 1,90,087 " " 2,85,168 " "

Deduct estimated value of broad Gauge material set free by above conversion ————— 65,760 " "

Total Estimate No 2 2,19,408 " "

Chief Engineer's Office
 Madras 22 October 1874


 Chief Engineer

North Indian Railway.
Engineering Department
Summary of Estimate No 1

2

Sum from Nagapattanam and Erode from the broad (5'6") to the
for converting the line to light permanent way materials by 100 to the rail to the
Narrow Gauge (3'6") using the Quinal yards

Description

Construction of Line Quinal
1. Construction of Quinal
2. Construction of Quinal

Ballast and Permanent way.

Stations and Buildings
1. Stations and Buildings
2. Stations and Buildings

(Direct estimated value of old
Permanent way materials
between Nagapattanam and Erode)

Rs	As	P	Rs	As	P	Total	Total
Rs	As	P	Rs	As	P	Rs	As
18,025			24,184				
10,692			36,978				
18,214			24,184				
2,84,277			24,12,509				
18,025			64,049				
10,692			35,332				
18,214			37,85,079				
2,84,277			21,77,415				
			16,07,604				

Chief Engineer
And Doyle

South Indian Railway

Engineering Department

Summary of Estimates No 2

For converting the line between Negapatnam and Gode from the broad (5'6") to the narrow gauge (3'3 3/8") using the present Permanent way materials viz 68 lbs rail

Description	To be expended - initially		To be drawn from Stores		Total	
	Rs	no p	Rs	no p	Rs	no p
III Construction of Line						
2. Bridge work						
1 minor Bridges and Culverts		5,970				
2 Large Bridges		18,214				
					24,184	
IV Ballast and a Permanent way						
2 Permanent way	46,254		1,84,587		2,30,841	
						30,143
V Stations and Buildings						
1 Stations and Office	18,025					
4 Station Machinery	6,618		5,300			

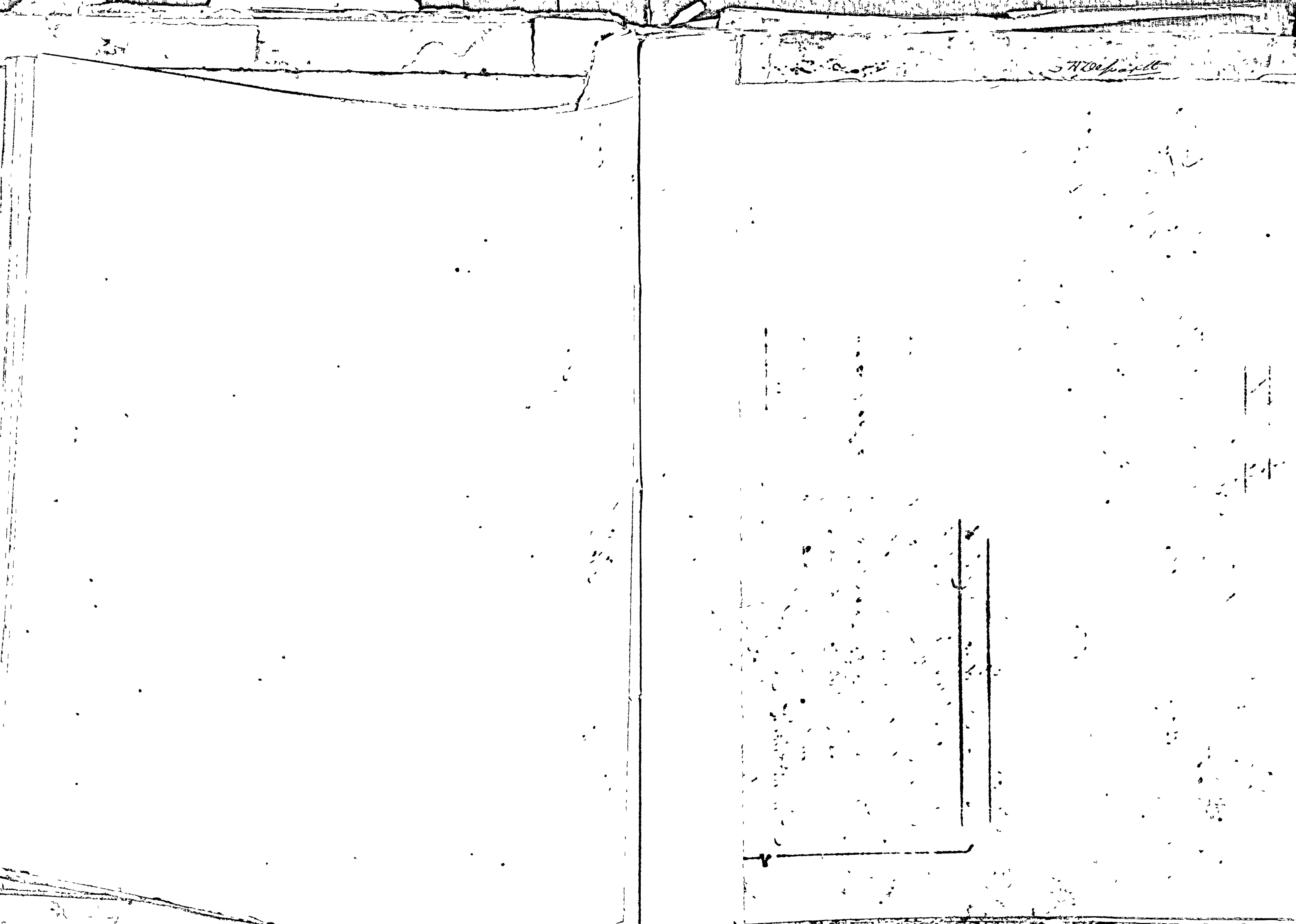
Deduct estimated value of old materials as per page No 17

2,33,168 -
65,760 -
Total Expend 2,19,408 -

Approved

Chief Engineer

H. De Silva



South Indian Railway Engineering Department

Details of Estimate No 1

For converting the line between Nagapattanam and Erode from the broad (5'6") to the narrow gauge (2' 3 3/8) using the light permanent way. Materials viz as is the rail to the Lunal yard.

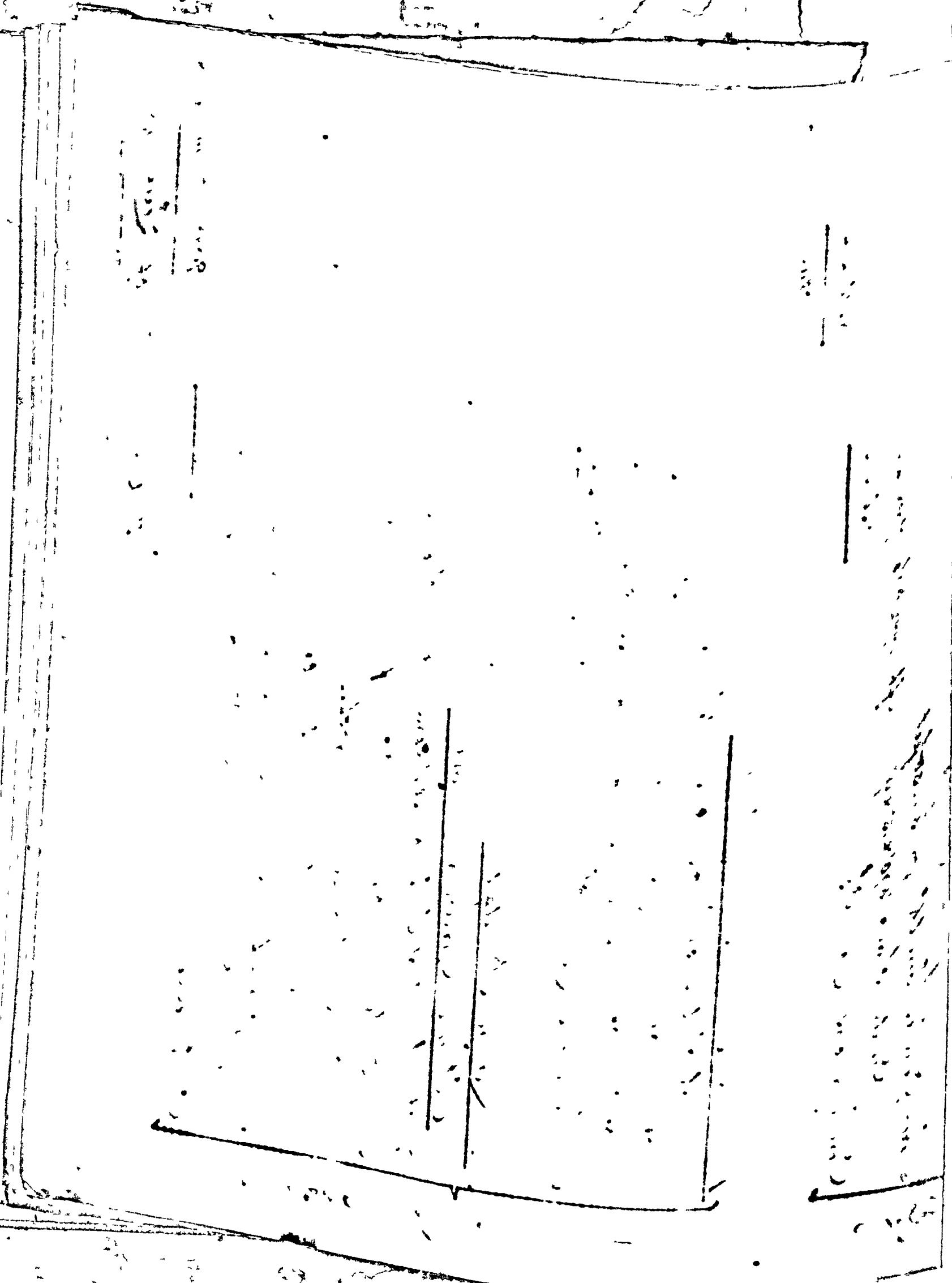
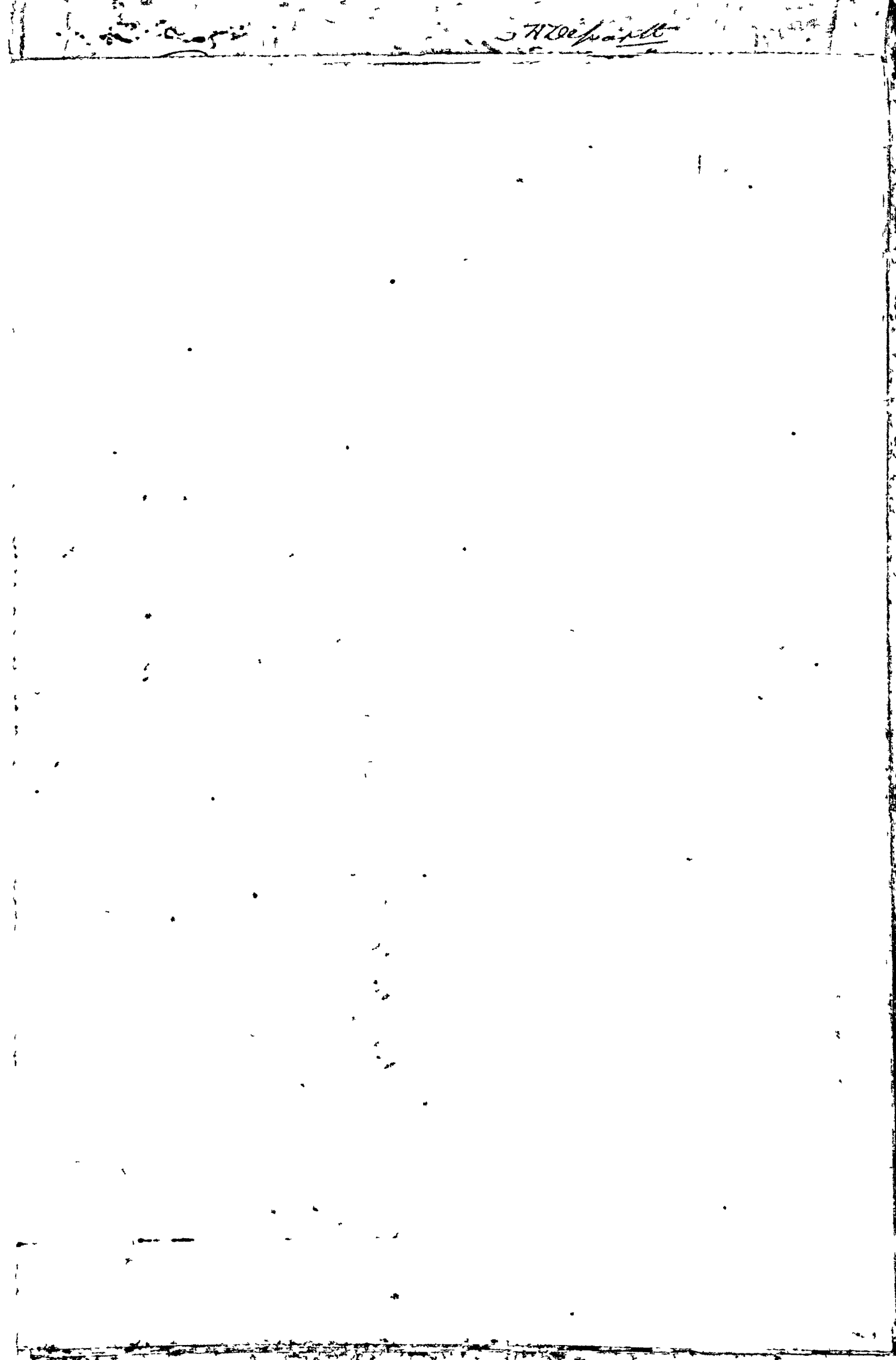
Description	Unit	Quantity	Rate	to be expended	to be drawn from stores	Total
<u>III Construction of Line</u>						
<u>1 Minor Bridges and Culverts</u>						
New cross Sleepers for 13.20 feet						
Girders Bridges 4 9 x 8' x 10' x 7" x 13	cft	455 4/10	1,820			
New cross Sleepers for 18.18 feet						
Girders Bridges 4 5 x 8' x 10' x 7" x 18	"	350 4/10	1,400			
New cross Sleepers for 2.6 feet						
Rail Girders 10 4 x 8' x 10' x 7" x 2		31 4/10	124			
Contingencies @ 10%			334			
						3,678
<u>2. Large Bridges</u>						
<u>Altering Girders Bridges</u>						
Shifting baulks on 54.30 feet						
Girders Bridges 4 1/2 x 10' x 10' x 7" x 54						
New Timber baulks for 54.30 feet						
Girders spans 18 90' x 15" x 9"	cft	1,772 4/10	7,088			
Contingencies @ 10%			756			
						8,316
						Total 11,994
<u>1 Minor Bridges and Culverts</u>						
New cross sleepers on 3.20 ft. spans	cft	105 4/10	420			
D. " " 6-15 "	"	163 4/10	652			
D. " " 13-12 "	"	253 4/10	1,012			
Contingencies @ 10%			208			
						2,292
<u>2. Large Bridges</u>						
<u>Altering Girders Bridges</u>						
Shifting baulks of timber on 50 ft spans						
New Timber Baulks " D.	cft	917 9/10	3,444			
Shifting Baulks of timber 30 ft spans	cft	1,239 4/10	5,156			
New Timber baulks " D.	cft	327 7/10	1,283			
New cross Sleepers on 8.17 ft. spans		459 4/10	1,836			
D. " " 7-12 " D.		249 4/10	996			
Contingencies @ 10%		136 4/10	544			
			899			
						9,898
						12,190

M. K.
Chief Engineer

III Construction of Line 24,184

Nagapattanam to Villupputur

Villupputur to Erode



South Indian Railway Engineering Department

2

Detail of Estimate No. 1. continued

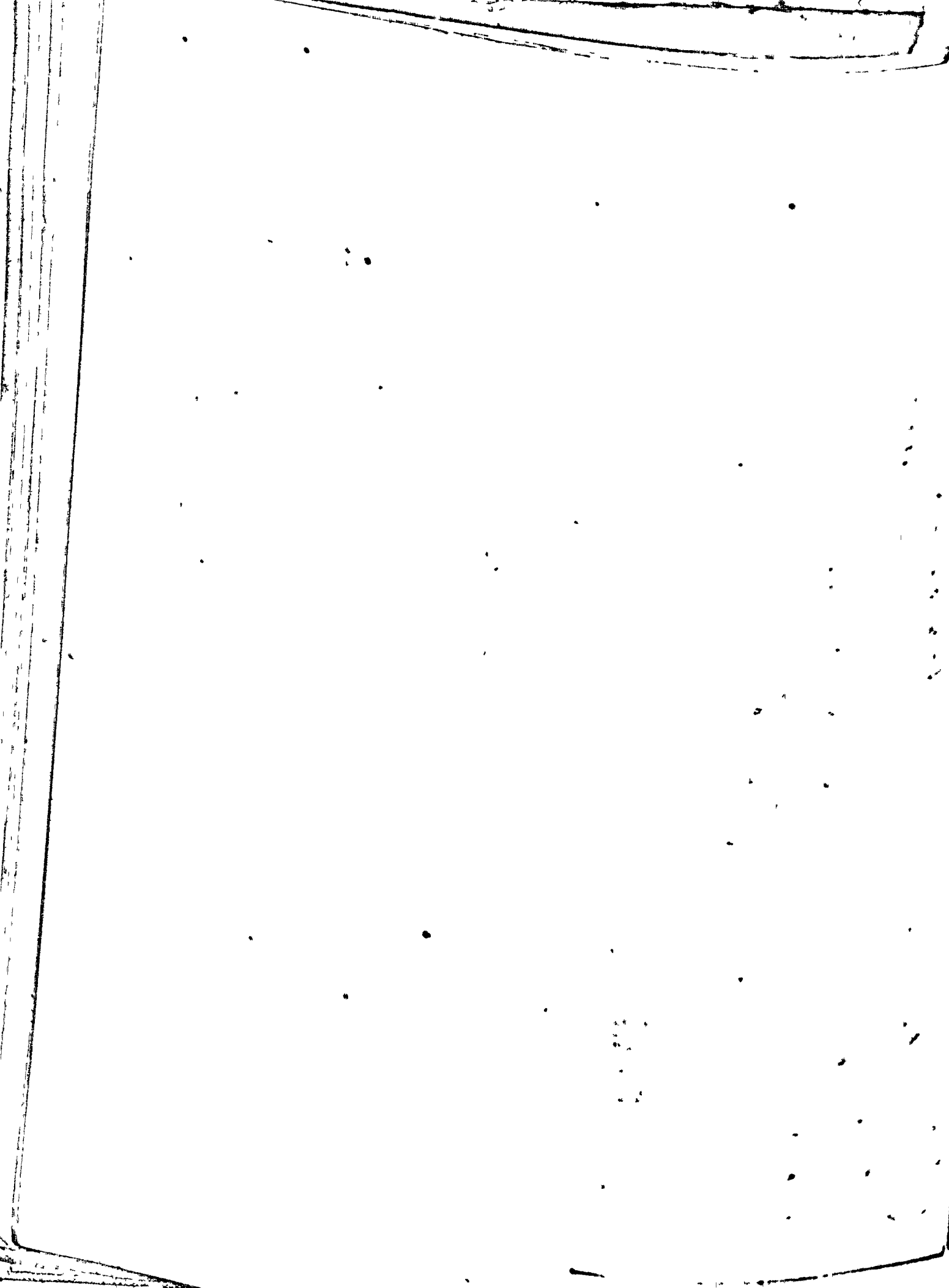
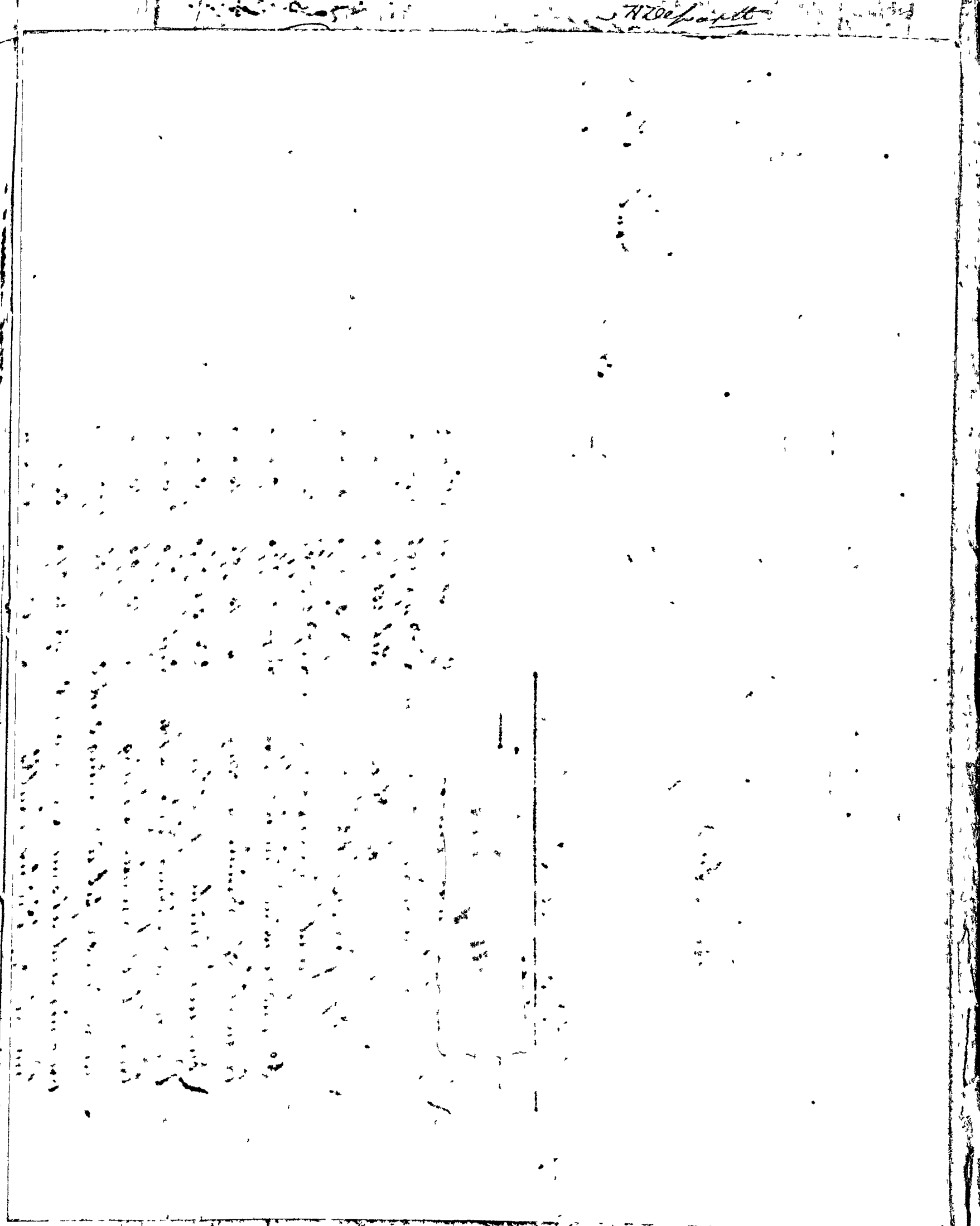
Description	Unit	Quantity	Rate	Rs to be expended		Rs to be drawn from stores		Total
				Rs	p	Rs	p	
IV. Ballast and Permanent way.								
2. Permanent way.								
Materials in Main line (No. 5th rail) Laying		10,225 9/16		"	"	"	"	13,88,936 "
Laying 100000		7/16		35,052	"	"	"	"
Materials in Sidings Laying		10,000 7/16		"	"	"	"	1,84,078 "
Laying 100000		7/16		3,486	"	"	"	"
Carriage of Materials per train 100000		7/16		14,380	"	"	"	"
Labor in taking up old Permanent way Laying		10,225 9/16		10,125	"	"	"	"
Carriage of old Permanent way Materials per train to Kogalataur or Trichinopoly		100000 7/16		22,865	"	"	"	"
Loading and stacking the Materials		100000 7/16		5,352	"	"	"	"
Contingencies @ 10%				9,125	"	"	"	1,07,301 "
				100,875	"	"	"	1,79,205 "

<u>2. Permanent way</u>								
Materials in Main line Laying 10,225 9/16				"	"	"	"	14,78,666 "
Laying 100000 7/16				37,317	"	"	"	"
Materials in Sidings Laying 100000 7/16				"	"	"	"	52,607 "
Laying 100000 7/16				1,277	"	"	"	"
Carriage of Materials per train 100000 7/16				42,283	"	"	"	"
Labor in taking up Permanent way Laying 10,225 9/16				9,648	"	"	"	"
Carriage of old Permanent way Materials per train 100000 7/16				71,155	"	"	"	"
Loading and stacking the Materials 100000 7/16				5,504	"	"	"	"
Contingencies @ 10% 100000 7/16				16,718	"	"	"	1,52,927 "
				1,83,902	"	"	"	1,68,194 "
				Total		18,66,096		"

IV. Ballast and Permanent way 36,94,786

Amudogor

Chief Engineer



W. L. G. H. H. H.

12

2771115

Brought forward
Private

Lowering passenger platform
Repairing timber & flooring
Renewal of D:
Contingencies @ 10%

Private

Lowering passenger platform
Repairing timber & flooring
Renewal of D:

Lowering goods platform
Repairing timber & flooring
Renewal of D:

Masonry in wall on one side of
arch pit

Repairing timber baulks
Renewal of D:
Contingencies @ 10%

Public

New passenger platform masonry in wall

Lowering passenger platform

Repairing stone & flooring

Lowering goods platform

Repairing timber & flooring

Renewal of D:

Contingencies @ 10%

Public

Lowering passenger platform

Repairing timber & flooring

Renewal of D:

Lowering goods platform

Repairing timber & flooring

Renewal of D:

Contingencies @ 10%

Carried over

Item	Quantity	Rate	Expenditure	Balance	Total
Cyds 28 7/4%			7		
Drift 200 7/1%			13		
" 20 7/1%			20		
			4		
Cyds 98 7/4%			20		
Drift 350 7/1%			22		
" 35 7/1%			35		
Cyds 111 7/4%			28		
Drift 100 7/1%			6		
" 10 7/1%			10		
Cyds 22 10/1%			220		
Drift 60 7/1%			4		
" 6 7/1%			6		
			36		
Cyds 57 10/1%			570		
" 21 7/4%			5		
Drift 185 7/2%			23		
Cyds 111 7/4%			28		
Drift 100 7/1%			6		
" 10 7/1%			10		
			59		
Cyds 89 7/4%			22		
Drift 200 7/1%			13		
" 20 7/1%			20		
Cyds 111 7/4%			28		
Drift 100 7/1%			6		
" 10 7/1%			10		
			9		
			108		
			1,180		
			8,293		

subordinat

subordinat

subordinat

subordinat

subordinat

referred

referred

referred

Brought forward
Roostalore

Lowering passenger platform
Repairing Stone & Nosing
Lowering goods platform
Repairing Stone & Nosing
Masonry in wall on one side
of arch pit
Repairing timber baulks
Renewal of D:
Contingencies @ 10%

Terooverambo

New passenger platform & Masonry in wall Cys 42 10%
Removing and repairing timber & Nosing Lift 150 7 1/2%
Renewal of D: 15 1 1/2%
Contingencies @ 10%

Tritchinapoly

Lowering passenger platform
Relaying and relaying stone
pavement
Repairing Stone & Nosing
D: Stone steps

Good shed.

Lowering platform
Removing and relaying stone pavement
D: and repairing timber & Nosing
Renewing D:

Salt Goddours

Lowering floor
D: timber platform
Removing and repairing timber & Nosing
Renewing D:

Renewing shed.
Masonry in wall on one side
of arch pit

Removing and repairing timber baulks
Renewing D:

Carried over

Unit	Quantity	Rate	to be paid as per estimate	to be drawn from Store	Total	Total
Cys	22	7 1/4%	6	R a p	R a p	R a p
Lift	200	7 1/2%	25			9,627
Cys	278	7 1/4%	70			
Lift	100	7 1/2%	13			
Cys	22	10%	220			
Lift	60	7 1/2%	4			
"	6	1 1/2%	6			
			35			379
Cys	711	7 1/4%	178			
Lift	546	7 1/2%	273			
Lift	600	7 1/2%	75			
"	480	1 1/2%	480			489
Cys	249	7 1/4%	62			
Lift	160	7 1/2%	80			
Lift	120	7 1/2%	8			
"	12	1 1/2%	12			
Cys	166	7 1/4%	42			
"	857	7 1/4%	213			
Lift	460	7 1/2%	29			
"	46	1 1/2%	46			
Cys	58	10%	580			
Lift	260	7 1/2%	16			
"	26	1 1/2%	26			
			2,120			10,495

868

5700000000

1000000000
1000000000
1000000000
1000000000
1000000000

1000000000

	Wch	Quants	Rate	Expended Approx Monthly	to be drawn from Funds	Total	Total
<u>Brought forward</u>							
<u>Freelingsbury continued</u>							
<u>Ask pit at coal stage</u>							
Masonry in wall on one side	Cy 10	10%	100	2,120			10,495
Removing and replacing baulks	Slift 28	7 1/2%	2				
Contingencies @ 10%			223				
						2,445	2,445
							Total 12,940
							109

1. Stations and Offices

Ellamano

Lowering passenger platform
 Repairing timber & siding
 Removing D:
 Lowering goods platform
 Repairing timber & siding
 Removing D:
 Contingencies @ 10%

Arutatar

Lowering passenger platform
 Removing and repairing timber & siding
 Removing D:
 Lowering goods platform
 Removing and repairing timber & siding
 Removing D:
 Contingencies @ 10%

Lalapetika

New passenger platform & masonry in wall
 Removing and repairing stone & siding
 Lowering goods platform
 Repairing stone & siding
 Contingencies @ 10%

Cullatal

Lowering passenger platform
 Repairing stone & siding
 Lowering goods platform
 Repairing stone & siding
 Contingencies @ 10%

Carried over

Lowering passenger platform	Cy 130	7 1/4%	33				
Removing and repairing timber & siding	Slift 300	7 1/2%	19				
Removing D:	"	30 1/2%	30				
Lowering goods platform	Cy 166	7 1/4%	42				
Removing and repairing timber & siding	Slift 150	7 1/2%	9				
Removing D:	"	15 1/2%	15				
Contingencies @ 10%			15				
						163	
New passenger platform & masonry in wall	Cy 56	10%	560				
Removing and repairing stone & siding	Slift 200	7 1/2%	25				
Lowering goods platform	Cy 250	7 1/4%	63				
Repairing stone & siding	Slift 200	7 1/2%	25				
Contingencies @ 10%			68				
						741	
Lowering passenger platform	Cy 83	7 1/4%	21				
Repairing stone & siding	Slift 150	7 1/2%	19				
Lowering goods platform	Cy 166	7 1/4%	42				
Repairing stone & siding	Slift 150	7 1/2%	19				
Contingencies @ 10%			10				
						111	
							1,124
							12,940

1000

1000

Frequency

Frequency of 1000

Frequency of 1000

Frequency of 1000

Frequency

Frequency of 1000

Frequency

Frequency of 1000

W. Depaul

Brought forward

Carbor

New passenger platform Masonry in wall
 Lowering platform
 Refacing stone & masonry
Salt Cellar
 Lowering floor
 Removing and relaying stone paving
 Lowering foot platform
 Refacing stone & masonry
 Masonry in wall on one side of
 asphalt
 Replacing under baulks
 Contingencies @ 10%

Donor

Lowering passenger platform
 Refacing stone & masonry
 Lowering foot platform
 Contingencies @ 10%

Entomby

Lowering passenger platform
 Refacing stone & masonry
 Lowering foot platform
 Refacing stone & masonry
 Contingencies @ 10%

Passer

Lowering passenger platform
 Refacing stone & masonry
 Lowering foot platform
 Refacing stone & masonry
 Contingencies @ 10%

Grate

Estimated at
 Contingencies @ 10%

Unit Quantity Rate

of the
 of the
 Total
 Total

1459

96

114

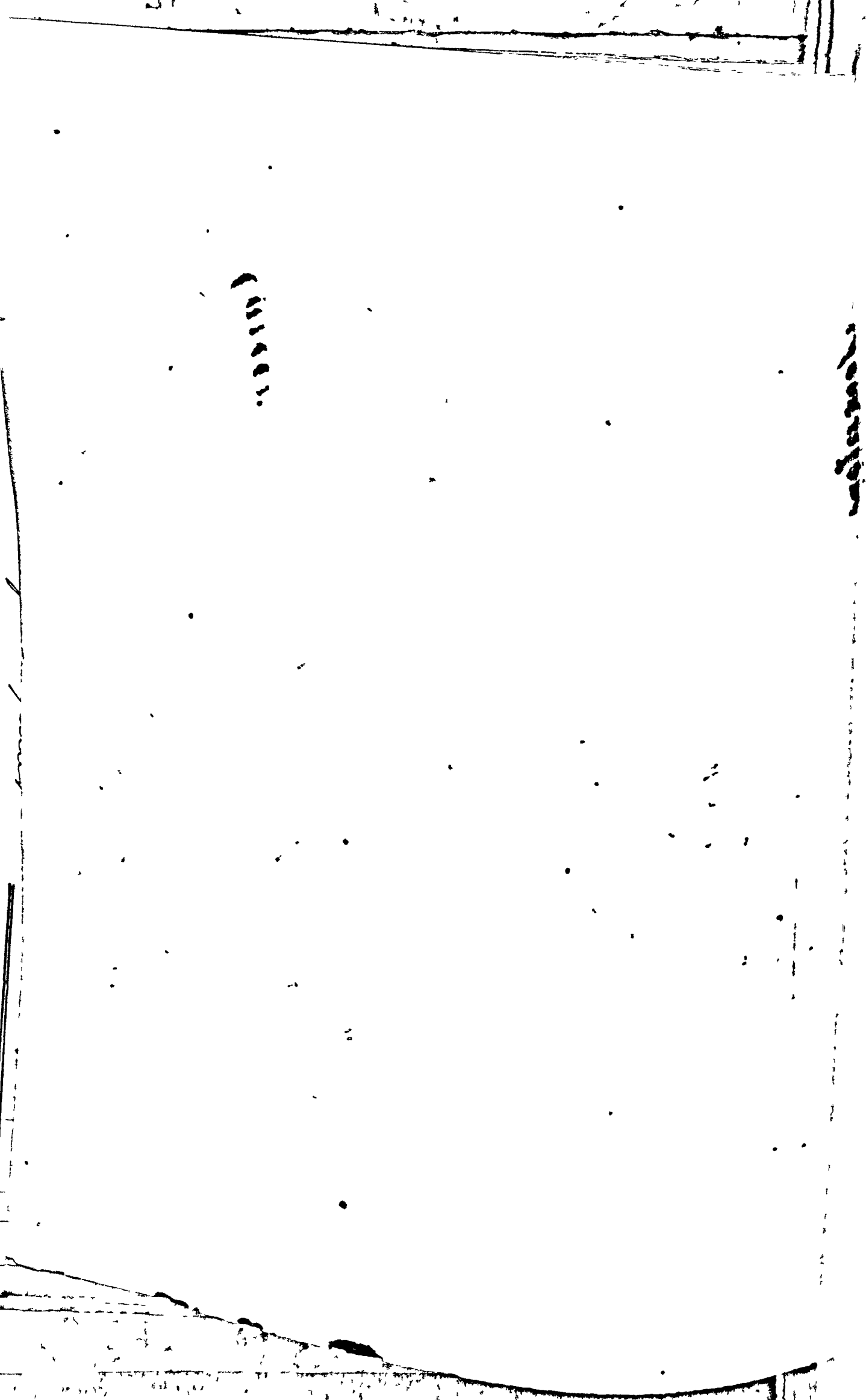
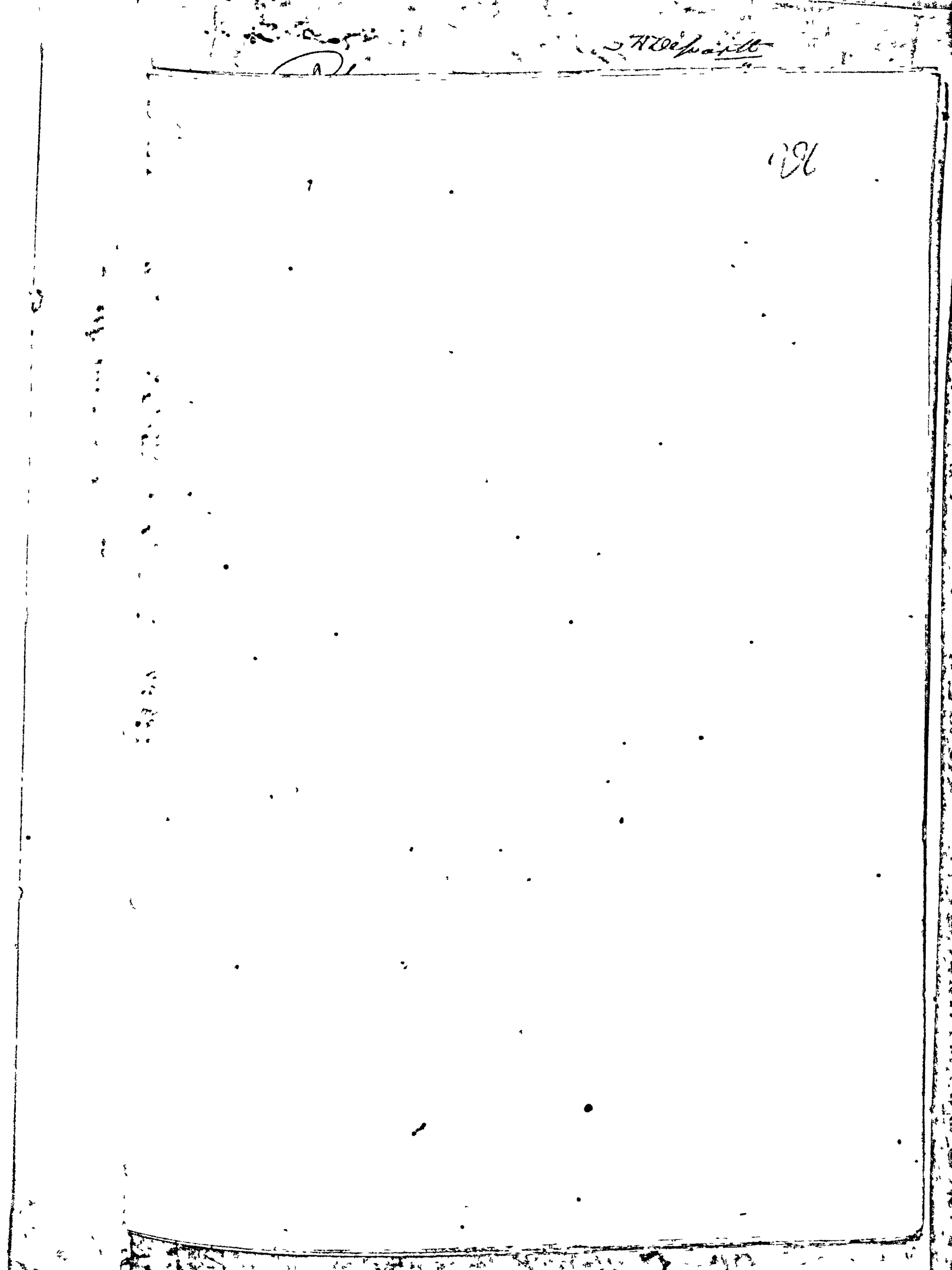
92

2200

5085

1 Station & office 18,025

Chief Engineer



South Indian Railway.
Engineering Department
Details of Estimate No. 1. Continued

115

	Unit	Quantity	Rate	Rs	As	P	Rs	As	P	Rs	As	P	Total	Total
<u>Stations and Buildings</u>														
<u>4. Station Machinery</u>														
<u>Bricks and Roofings</u>														
Laying points and Roofings	sq. yds	80	22 1/2%	"	"	"	Rs	As	P	Rs	As	P	Rs	As
Roofing including Machinery	"	2	57 1/2%	100	"	"								
Roof 42 inch iron table	"	2	250 1/2%	500	"	"								
Roof 16 "	"	11	60 1/2%	660	"	"								
Roof Ground Frames	"	2	50 1/2%	100	"	"								
Carriage of all materials for train 7 1/4 m. 8,600	90/5	224	"	"	"	"								
Contingencies @ 10%				611	"	"	1,808	"	"					
				6,725	"	"	19,888	"	"				26,613	"

Negapatam
to
Tichuipoly

<u>4. Station Machinery</u>														
<u>Laying points and Roofings</u>														
Excavation of foundations	sq. yds	208	94 1/2%	76	"	"								
Masonry including setting	"	116	97 1/2%	925	"	"								
100 ft. iron wall							5,000	"	"					
Labor in fixing				175	"	"								
Carriage of all materials				108	"	"								
Contingencies @ 10%				36	"	"	1,400	"	"					
				3,967	"	"	15,244	"	"				19,211	"

Tichuipoly
to
Negapatam

Station Machinery

Approved
Chief Engineer

South Indian Railway
Engineering Department
Details of Estimate No. 1. Continued

16

Estimated value of old Permanent way materials between Nagapattanam and Erode

Description	Unit	Quantity	Rate	Amount		Total	
				Rs	a p	Rs	a p
Rails in Main Line 286,840 Lbs yds on both sides at 68 lbs per lineal yard	Yds	8,708	70%	609,560	-		
Rails in Sidings Line yds 37,164 @ 68 lbs per lineal yard	"	1,128	70%	78,960	-		
Cast Iron Pot sleepers No 54,922 @ 80 lbs each	"	2,069	40%	82,760	-		
Wrought Iron Tie bars No 16,554 @ 28 lbs each	"	207	60%	12,420	-		
Fish plates No 92,599 @ 10 lbs each	"	413	80%	33,040	-		
Fish bolts and nuts No 185,198 @ 3/4 lb each	"	62	130%	8,060	-		
Wooden sleepers No 152,074	"	5,250	2%	13,125	-		
Cast Iron Chains No 304,028	"	3,393	30%	1,01,790	-		
Spikes No 3,04,029 @ 1 lb each	"	136	100%	13,600	-		
Points and Crossings	Set	80	150%	12,000	-		
						9,65,315	

Rails in Main Line Lbs yds 298,532
on both sides @ 68 lbs per lineal yard

Rails in Sidings Lbs yds 10,217 on both
sides @ 68 lbs per lineal yard

Cast Iron Pot sleepers No 3,08,748
@ 80 lbs each

Wrought Iron Tie bars No 88,239
@ 28 lbs each

Fish plates No 88,239 @ 10 lbs each

Fish bolts and nuts No 1,76,477 @ 3/4 lb each

Gibs and Cotters Pairs 1,76,477 @
3/4 lbs per Pair

Points and Crossings

Estimated value of old Permanent way materials between Nagapattanam and Erode

12,12,100

Total Rs 21,77,415

Approved
Chief Engineer

Fig.

Alphabet

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South Indian Railway

Engineering Department

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Details of Estimate No. 2

For converting the line between Nagapattanam and Erode from the broad (5' 6") to the narrow gauge (5' 3 3/8) using the present permanent way materials viz. for the Rail.

Description	to be expended actually	to be drawn from stores	Total	
			R	as P
III Construction of Line				
2. Bridgework				
1 Minor Bridges and Culverts				
For details see details of Estimate Vol. Page 4				
	3,678			
2. Large Bridges				
For details see details of Estimate Vol. Page 4				
	8,316			
			11,994	
2. Bridgework				
1. Minor Bridges and Culverts				
For details see details of Estimate Vol. Page 4				
	2,292			
2. Large Bridges				
For details see details of Estimate Vol. Page 4				
	9,898			
			12,190	
III Construction of Line			24,184	

Amalappa
Chief Engineer

Nagapattanam
to
Sreegubbi

Sreegubbi
to
Nagapattanam

For converting the line between Negapatnam and Erode from the broad (5' 6") to the narrow gauge (3' 3 3/8") using the present permanent way materials only for the Rail.

Description	Expenditure estimated initially	to be drawn from store	Total	
			Total	Total
III Construction of Line				
1. Bridge work				
1. Minor Bridges and Culverts				
For details see details of				
Estimate Vol. Page 4				
	3,678			
2. Large Bridges				
For details see details of				
Estimate Vol. Page 4				
	8,316			11,994
2. Bridge work				
1. Minor Bridges and Culverts				
For details see details of				
Estimate Vol. Page 4				
	2,292			
2. Large Bridges				
For details see details of				
Estimate Vol. Page 4				
	9,898			12,190
III Construction of Line				24,184

Middleton
Chief Engineer

South Indian Railway
Engineering Department

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Details of Estimate of S. S. Continued

Unit	Quantity	Rate	To be expended in the present month	To be expended from other sources	Total
IV. Ballast and Permanentway					
1. Permanent way					
Laying up and relaying the rails in main line	13,942 9/26	17.50	17,500		
Laying up and relaying the rails in siding	2	200			
Running the fish bolts and nuts	15,201 2/29	1.50	22,801		
D: Sleepers	14	250			
D: Spikes	16	100			
Wrought iron tie bars					
Carriage of materials per train	2.40	30,000			
Contingencies @ 10%					
			797		
			2,086		
			6,652		
			22,078	62,173	84,251

2. Permanent way					
Laying up and relaying the rails in main line	13,942 9/26	17.50	17,500		
Laying up and relaying the rails in siding	2	200			
Running the fish bolts and nuts	15,201 2/29	1.50	22,801		
D: Sleepers	14	250			
D: Spikes	16	100			
Wrought iron tie bars					
Carriage of materials per train	2.40	30,000			
Contingencies @ 10%					
			797		
			2,086		
			6,652		
			22,078	62,173	84,251

IV Ballast and Permanentway 2,30,841 "

Chief Engineer

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South Indian Railway.
Engineering Department
Details of Estimate of 1912-13.

Details of Estimate of ρ Continued

1/10

[illegible]

Negapatam
to Trichinopoly

Neuchapoly
to Epode

✓ Status and Build: 50, 148

Chief Engineer

South Indian Railway
Engineering Department

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Details of Estimate No. 2. Continued

Estimated value of old iron between Megapattam and Erode

	Unit	Quantity	Rate	Amount		Total
				Rs	as p	
Old iron tie bars, Both sides per from Megapattam to Krishnopol		172	60 p/ft	10,320		
Old iron tie bars. Both sides from Krishnopol to Erode		924	60 p/ft	55,440		
Total				65,760		

Amount payable

Chief Engineer

Proceedings of the Madras Government
Read the following:-

From the Gov^t of India - (H.E. L^y 49 R. 7 22nd July 1875)
752

Communicated to the
Consulting Engineer for
Railways with reference
to G.O. No. 205, dated 3rd 3rd
January 1875.

It will be observed
that the Government of
India sanctioned a sum
of Rs 1,02,786 for the
conversion of the section
of line between Negapatam
and Trichinopoly. But
that orders in respect
to the remaining length
from Trichinopoly to
Erode are deferred pending

MS

101

41
submission of detailed
information on the points
enumerated in para 4.

His Excellency the
Governor in Council
will await an expression
of the views of the Rail-
way Companies concerned
and of the Consulting
Engineer. Y.M.M.

13-10-24/11/24

L. Consulting Engineer
for Railways
Sept-18-3-95

N-444-445

2-75-A-8-3-75

Govt. of 1875, Madras.

PUBLIC WORKS.

Col^d Engrs
Railways.

Encl /

O. 17 March 1875, No 752

Nos. 444-445.

re between Negapatam &
Trinopoly.

Letter from

Chief of the Govt of India
stating the estimate of the
cost of conversion of the line
Negapatam & Trinopoly

to metric gauge and remarking

the point for the break of gauge

& requesting to be furnished

with the views of the Madras

with regard to the working

ganges &c in the S.R.

& to the Com. Engrs for Rys

their observations.