

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 137-8. R

DATED 21st January

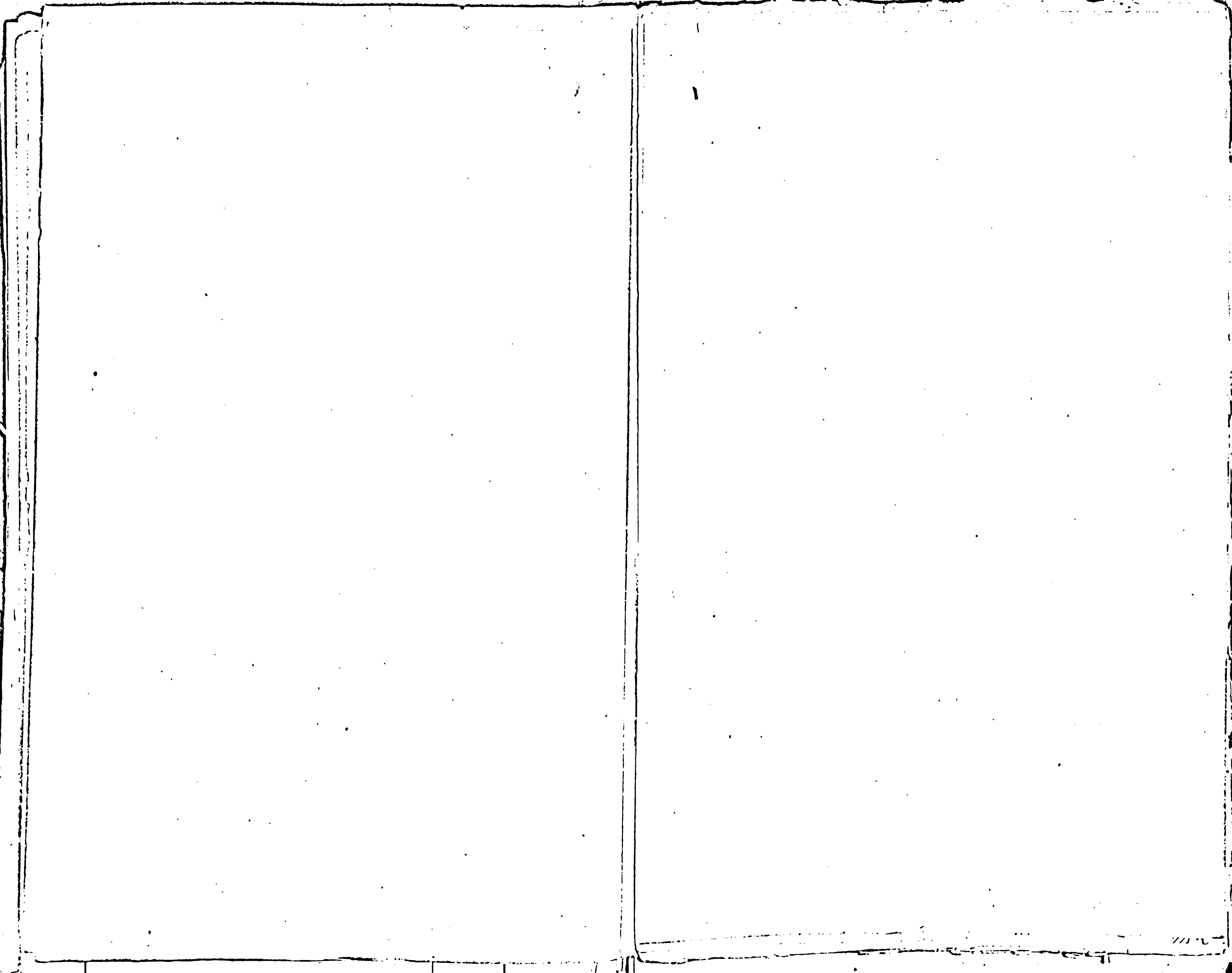
[Despatch Abstract.]

Mayavaram - Mutupet Railway — certain plans, sections etc for the —, ordered to be forwarded to the Govt of India.

[illegible]

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

To
A. B. G. Threlby Captain R. E.
for Offg. Consgr. Engrs. for Rep.
The Joint-Secretary to Government.
P. W. D. Railway Branch.



Form No. 3. CURRENT No. 383

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

B. No. 134Rg 21 Jan 1903.

No. 22

Dated 17 January 1892
Received 17.13 January 1892

No. of ENCLOSURES. 4

Subject.

Submitting, for transmission
to the Govt. of India, the Index
map, section &c, of the Mayas-
waram - Mutupet Ry.

No 1004R 22-4-92 ✓
" 1005R 22-4-92 ✓
" 1455R 9-6-92 ✓

B. No. 134Rg 21 Jan 1903.

Ordered that the
plans, sections & tabulated
details for the Mayaswaram
Mutupet Railway be for-
warded to the Govt. of India
into reference to para 2 of its
letter No. 550 R.C. dated 25th
May 1892 embodied in G.O.
No. 1455 R. dated 9 June
1892.

G. H. R.

To the Comptroller for Ry. 21/1/1903

B. 1

No. 138R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECT. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

21 January 1893.

SIR,

With reference to
para 2 of your letter No.
550 R.C. dated 25th May
1892, I am directed to forward
the following documents
concerning the Mayaswaram
Mutupet Railway received
from the Agent South Indian
Railway.

Book No. 1. Working survey and
section including Index
map and section, Mayas-
waram to Tiruvallur

Book No. 2. Working survey and
section, Tiruvallur to
Mutupet.

Book No. 3. Details of Drawings
Tabulated details. 35 copies - one
copy more will follow

21/1/1893.

G

M. R.

9th JUNE 1892, No. 1455 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Officiating Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 25th May 1892, No. 550 R.C.

I am directed to acknowledge the receipt of your letter No. 1005 R., dated 22nd April 1892, and, in reply, to communicate the provisional sanction of the Government of India to the estimate, amounting to Rs. 27,01,553, of the cost of constructing the Mayavaram-Mutupet Railway a length of 53.81 miles, being at the rate of Rs. 50,205 per mile.

2. In conveying this sanction I am to invite attention to the instructions at pages 10 to 15 and 39 of the "Rules for the preparation of Railway projects," and to request that the plans, sections and tabulated details therein referred to may be furnished for the Mayavaram-Mutupet Railway when convenient.

3. The sanction accorded in paragraph 1 of this letter has been registered as No. 1. Mayavaram-Mutupet Railway, of 1892-93.

ORDER—dated 9th June 1892, No. 1455 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings No. 1004 R., dated 22nd April 1892.

2. This sanction has been registered as No. 2 R. of 1892-93.

(True Extract.)

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Public Works Accounts.
" Financial Department.

Exd. S. J. Pereira.
Spare Copies

L. 137. 38 R. 21 Jan 1903.

17/1

19/1 J.C. 24/1

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated June, 9th.

Recd.

Encl.

G.O., 9th June 1892, No. 1455 R.

JUNE.

Mayavaram-Mutupet Railway

Provisional sanction of the Government of India to the estimate of Rs. 27,01,553 for constructing the —, communicated to the Consulting Engineer for Railways.

22ND APRIL 1892, No. 1004 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 17th November 1891, Nos. 2754-53 R., Public Works.

Read also the following papers:—

From the Government of India, Public Works Department, dated 11th February 1892, No. 144 R.C.

From the Consulting Engineer for Railways, dated Madras, 9th April 1892, No. 304.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 9th January 1892, No. 55.

I have the honour to forward herewith 10 books containing detailed abstracts and 40 books containing abstracts of the revised estimates of the Mayavaram-Mutupet Railway.

2. The explanatory note on the estimate will follow.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 10th February 1892, No. 207.

With reference to your letter No. 110 of 25th ultimo, I have the honour to forward herewith by railway parcel 40 copies each of the explanatory note, and comparative statement to accompany the revised estimates for the Mayavaram-Mutupet Railway sent under cover of my letter No. 55 of 9th ultimo.

Note to accompany the revised estimate, Mayavaram-Mutupet Railway.

1. The original estimate submitted in June 1884 for the construction of a line of railway from Mayavaram to Mutupet amounted to Rs. 27,87,619 and was superseded by an estimate of Rs. 26,11,579 (G.O., No. 315 R., dated 1st March 1890).

2. The original estimate sanctioned by the Government of India for the Tiruvallur-Mutupet (southern) section amounted to Rs. 13,36,129 (G.O., No. 804 R., dated 4th April 1891) and superseded an estimate amounting to Rs. 14,21,445 (G.O., No. 519 R., dated 25th February 1891). Sanction having been obtained to use in the construction of the Mayavaram-Mutupet Railway a quantity of second-hand rails belonging to the South Indian Railway, the estimate for the southern section was further reduced to Rs. 12,14,061 and sanctioned by the Secretary of State in G.O., No. 2295 R., dated 14th October 1891.

3. In letter No. 1582 R., forwarding G.O., No. 1581 R., dated 10th July 1891, the Government of India was requested to accord its approval to an approximate estimate, amounting to Rs. 11,82,638 (or Rs. 11.83 lakhs in round figures), for the construction of the Māvavaram-Tiruvallūr (northern) section, and hopes were held out on the representation of the Chief Engineer that a further reduction in cost might be expected. Provisional sanction to this estimate is recorded in G.O., No. 1914 R., dated 19th August 1891.

4. The total sanctioned estimate for the entire length thus amounts to Rupees 23,96,699 (Rs. 11,82,638 northern + Rs. 12,14,061 southern).

5. The final revised estimate now submitted amounts to Rs. 27,01,553 (Rupees 13,55,516 northern + Rs. 13,46,037 southern), showing an excess over sanctions of Rs. 3,04,854, viz., Rs. 1,72,878 on the northern and Rs. 1,31,976 on the southern section.

6. A comparative statement furnished by the Railway authorities is submitted herewith showing by main and sub-heads the cost per mile in—

A, the original estimate of Rs. 26,11,579 for the whole length from Māvavaram to Mutupet.

B, the sanctioned estimate of Rs. 12,14,061 for the Tiruvallūr-Mutupet (southern) section.

C, the sanctioned estimate of Rs. 23,96,699 (Rs. 11,82,638 northern + Rs. 12,14,061 southern) for the whole length from Māvavaram to Mutupet.

D, the final revised estimate of Rs. 27,01,553 for the whole length (Rupees 13,55,516 northern + Rs. 13,46,037 southern).

[Statement

Final head of account.	Particulars.	A.		B.		C.			D.		
		Original estimate, Māvavaram to Mutupet.		Sanctioned estimate, Tiruvallūr to Mutupet.		Sanctioned estimate, Māvavaram to Mutupet.	Northern section.	Southern section.	Final revised estimate, Māvavaram to Mutupet.	Northern section.	Southern section.
1	2	3	4	5	6	7	8	9	10	11	12
I	Preliminary expenses..	26,11,579	12,14,061	11,82,638	12,14,061	23,96,699	13,55,516	13,46,037	27,01,553	220,22	2,808,31
II	Land ..	301,08	542,88	2,771,64	4,420,98	3,010,6	2,202,23	2,808,31	4,289,35	2,808,31	2,808,31
III	Formation ..	3,252,18	2,800,08	3,868,32	2,500,06	3,868,32	6,050,31	3,003,62	4,379,72	6,050,31	3,003,62
IV	Earthwork ..	3,718,80	3,787,38	14,179,14	9,352,17	10,848,37	12,710,70	8,904,84	10,600,54	12,710,70	8,904,84
V	Tunnels ..	10,663,95	8,352,17	9,395,83	4,496,80	6,880,73	10,478,83	6,803,46	7,887,68	10,478,83	6,803,46
VI	Large bridges ..	7,153,39	4,486,60	105,23	159,51	135,33	214,72	349,94	234,03	214,72	349,94
VII	Minor do. ..	131,39	481,57	663,36	461,57	571,31	687,63	639,80	603,72	687,63	639,80
VIII	Fencing ..	500,11	34,16	46,04	34,16	45,18	30,12	28,62	28,85	30,12	28,62
IX	Head crossings ..	541,91	45,25	46,04	45,25	45,18	35,20	44,38	40,29	35,20	44,38
X	Side and gradient posts ..	1,059,80	1,104,84	1,073,33	1,104,84	1,091,89	1,112,11	1,216,46	1,182,88	1,112,11	1,216,46
XI	Electric telegraph ..	13,549,82	11,529,78	10,412,28	11,529,78	11,031,87	11,259,81	12,881,75	12,150,10	11,259,81	12,881,75
XII	Ballast ..	1,657,94	1,681,18	4,740,65	1,681,18	1,707,67	2,072,99	2,382,94	2,244,84	2,072,99	2,382,94
	Stations and buildings ..	614,25	604,89	667,28	604,89	632,89	207,21	476,45	358,60	207,21	476,45
	Workshops and store buildings ..	871,72	1,287,15	406,72	1,287,15	894,87	876,78	1,810,26	1,394,33	876,78	1,810,26
	Staff quarters ..	1,194,57	..	..	..	..	..	..	..	..	..
	Station machinery ..	..	..	..	..	..	..	..	..	..	..
	Plant ..	..	..	..	..	..	..	..	..	..	..
	Engineering ..	..	..	..	..	..	..	..	..	..	..
	Locomotive ..	..	..	..	..	..	..	..	..	..	..
	Carriage and waggons ..	..	..	..	..	..	..	..	..	..	..
	Station and office furniture ..	..	..	..	..	..	..	..	..	..	..
	Fences ..	..	..	..	..	..	..	..	..	..	..
	Rolling stock ..	..	..	..	..	..	..	..	..	..	..
	General charges ..	..	..	..	..	..	..	..	..	..	..
	Direction ..	..	..	..	..	..	..	..	..	..	..
	Engineering ..	..	..	..	..	..	..	..	..	..	..
	Stores ..	..	..	..	..	..	..	..	..	..	..
	Audit and accounts ..	..	..	..	..	..	..	..	..	..	..
	Medical and sanitation ..	..	..	..	..	..	..	..	..	..	..
	Contingencies ..	..	..	..	..	..	..	..	..	..	..
	Total cost per mile ..	48,533	40,682	49,328	40,682	44,540	56,436	45,116	50,205	56,436	45,116

7. The following statement shows the comparison between C., the sanctioned estimate, and D., the final revised estimate, for the whole length from Máyavaram to Mutupet:—

Final head of account.	Particulars.	C. Northern section.	D. Northern section.	Excess or saving.	C. Southern section.	D. Southern section.	Excess or saving.	C. Entire length.	D. Entire length.	Excess or saving.
1	2	3	4	5	6	7	8	9	10	11
I	Preliminary expenses	11,82,638	13,55,516	1,72,878	12,14,061	13,46,037	1,31,976	23,96,699	27,01,553	3,04,854
II	Land	66,450	6,280	6,280	16,200	6,670	9,630	16,200	11,850	4,350
III	Formation	92,695	1,44,342	77,647	77,673	66,468	8,895	1,44,023	2,30,810	86,787
IV	Earthwork	3,39,845	1,42,831	60,136	1,13,295	69,613	23,682	2,05,950	2,32,444	26,494
V	Large bridges	2,25,337	3,04,739	35,208	2,49,187	2,65,676	16,489	6,89,132	6,70,415	18,717
VI	Minor do.	2,25,337	2,51,230	25,893	1,34,153	1,73,206	39,053	3,59,490	4,24,436	64,946
VII	Fencing	2,523	5,136	2,613	4,759	7,457	2,698	7,282	12,593	5,311
VIII	Road crossings	15,952	17,208	1,256	14,790	16,944	2,154	30,742	34,152	3,410
IX	Electric telegraph	1,040	844	236	1,330	1,324	26	2,430	2,168	262
X	Ballast and permanent way	25,781	27,382	1,601	32,963	36,269	3,306	68,744	63,681	4,967
XI	Stations and buildings	2,49,634	2,69,634	20,000	3,43,991	3,84,327	40,336	5,93,625	6,84,281	90,656
XII	Workshops, store buildings, &c.	41,732	49,700	7,968	50,158	71,093	20,937	91,890	1,20,755	28,865
XIII	Engines, rolling stock, &c.	15,998	4,958	11,040	18,047	14,215	3,832	34,045	19,183	14,862
XIV	Station machinery	9,751	21,120	11,369	38,402	64,009	25,607	48,153	75,029	26,876
XV	Land	2,968	2,968	2,968	3,694	3,694	3,694	3,694	3,694	3,694
XVI	Engineering	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
XVII	Locomotive	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
XVIII	Carriage and wagon	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
XIX	General charge	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
XX	Direction	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
XXI	Engineering	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
XXII	Stores	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
XXIII	Audit and accounts	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
XXIV	Medical and sanitation	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339	3,339
Total		11,82,638	13,55,516	1,72,878	12,14,061	13,46,037	1,31,976	23,96,699	27,01,553	3,04,854

N.B.—Block figures represent saving.

8. It will be observed that the net result shown in the last return exhibits an excess of Rs. 3,04,854 over the sanctioned estimate.

9. The following are the explanations mainly afforded by the Railway authorities for the differences in the several estimates.

10. The figures given in the revised estimate *D* under "Preliminary expenses" represent the actual expenditure recorded up to date.

11. Under "Land" the excess amounts to Rs. 77,892 in the northern, and Rs. 8,895 in the southern section. The actual cost of the land south of Tiruvallūr, already acquired, amounts to Rs. 112 per acre, at which rate the cost of the land for the southern section, has been calculated in estimate *D*. The cost of the land on the northern section has been calculated at Rs. 227 per acre. It will be noticed that the figures given for this section in estimate *D*, are higher than in any of the other estimates, and this is due to the value of the land having been under-rated, and to the provision now made in the revised estimate for land already taken up, and still to be acquired, for brickfields, &c., which, it is stated, was omitted by an oversight in previous estimates. More land than was originally estimated for has been taken up throughout for the raising of formation in places, and to provide for half widths, at first calculated insufficiently.

12. The excess in estimate *D* under "Earthwork" is due to increased quantities consequent on the lengthening of station sidings, as also to the necessity for higher approaches to the large bridges, owing to the rails being carried on the top, instead of on the lower flange of main girders—a course which the Chief Engineer says was adopted because the girders when the track is carried on the bottom flange weigh 2 tons heavier (per 40 feet span) and require the masonry to be much wider, than if carried on the top flange with cross sleepers. The advantages claimed for the top road system are (1) a saving in iron work, (2) less trouble and cost in renewal, (3) greater safety in case of derailment, and (4) avoidance of possible future infringement of standard dimensions brought about by changes in minimum fixed dimensions. The rate sanctioned in *A*, the original, and *C*, the sanctioned, estimate, Máyavaram to Mutupet, is Rs. 5-3-0 per 1,000 cubic feet, and in the revised estimate, Rs. 5-8-0 is proposed, as from experience on the southern section, it has been found that the earthwork cannot be carried out for the rates originally provided.

13. Under "Bridgework" the saving of Rs. 18,717 on "Major bridges" is due to one large bridge originally estimated for being now found unnecessary, but, on the other hand, there is an excess of Rs. 64,946 on "Minor bridges." As a matter of fact under the latter head more waterway has been found necessary owing to the claims of cultivators for additional water channels having been reconsidered. It is explained that the comparison of former estimates with estimate *D* is fallacious owing to the fact that "Plant" was originally provided in estimate *A* under a separate head, but in estimates *B*, *C*, and *D*, a percentage was added to the cost of each bridge. Considerable savings are said to have been effected by the more liberal use of concrete in the foundations than was originally proposed. In estimate *D* a much larger provision has been made for "Plant" than in the previous estimates, as the experience of the past year points to a much heavier expenditure under baling than was expected, and steam power will have to be used. Estimate *D* provides for pumps and portable engines.

14. The increase under "Fencing" is due to the increased number of stations required. The original estimate provided for 7 passing, and 3 flag stations; the revised estimate provides for 10 passing stations.

After inspection of the line in detail with the Revenue authorities, it was also found necessary to provide more level-crossings than were originally estimated for.

15. The original estimate provided under "Electric telegraph" for the construction of the line. All subsequent estimates, including *D*, provide for rent of wires only during construction, and provision of office instruments.

16. Under "Ballast," the increase is said to be due to increased length of sidings at stations to conform with latest maxima and minima dimensions for metre gauge railways.

17. "Permanent-way."—The decrease, as compared with estimate A, is attributed to the use of second-class iron rails. The increase of Rs. 60,656, as compared with estimates B and C, is due to increased length of sidings at stations, as also partly to a sum of Rs. 18,752, on account of the carriage from Madras to Tiruvallūr and back of 22 miles of steel rails which it was intended to use on the Māyavaram-Mutupet Railway, but which were subsequently ordered to be replaced by second-class iron rails. These rails have been transferred to the Hindupur-Dharmavaram Railway and the Māyavaram-Mutupet Railway has to bear the cost of carriage back to port of landing. The inclusion of this charge in the last estimate submitted, i.e., in estimate B, was overlooked in the desire to avoid delay in the submission of the estimate.

18. The increase under "Stations and offices" and "Station machinery" of Rs. 28,905 and Rs. 26,876 respectively is said to be due to the additional number of stations, but insufficient provision per station must have been made under the latter sub-head, as the increase in cost is very disproportionate to the increase in number of stations.

19. Temporary staff-quarters for the construction staff having now been provided for under the correct head of "General charges," a decrease of Rs. 14,682 has resulted under item VIII (3).

20. No separate provision was made in previous estimates excepting A for equipping the line with Plant. In estimate A, the main head of "Plant" was not divided into sub-heads as in the revised estimate D, but was calculated at 3 per cent. on items III, IV and V and included all pumping machinery, &c., now provided under each bridge, as well as provision for "Station and office furniture."

21. "General charges."—The charges under this head do not appear excessive when compared with similar charges on the Villupuram-Dharmavaram, and Dharmavaram-Guntakal sections, as shown in the following statement:—

Final heads of account	Particulars.	Villupuram-Dharmavaram section, estimate.	Dharmavaram-Guntakal section, estimate.	Māyavaram-Mutupet, estimate.
XII	<i>General charges.</i>	RS. PER MILE.	RS. PER MILE.	RS. PER MILE.
	1. Direction	693-05	1,268-25	203-51
	2. Engineering	3,929-87	4,151-37	3,741-00
	3. Stores	125-07	386-97	192-73
	4. Audit and accounts	188-08	382-75	128-00
	5. Medical and sanitation	131-67	248-16	89-26

22. The charge under "Stores" is in excess of that for the Villupuram-Dharmavaram section, but this is accounted for by the fact that provision has been made in the revised estimate for two depôts, one at Māyavaram and the other at Tiruvallūr. The figures given in estimates B and C under "Direction" were based on the terms on which the old South Indian Railway Board undertook the construction of the line; but in estimate D no special remuneration is provided for management, as, under the orders of the Board, the Māyavaram-Mutupet Railway is to be treated on exactly similar terms as if it formed a part of the "undertaking." The increase under "Engineering," "Stores" and "Medical" is said to be due to the extension anticipated in the period of construction. In previous estimates "Audit and accounts" was included under "Direction." In comparing the "General charges" in estimate D with those in estimates A and C, it should also be noted that provision for "Temporary staff quarters" is included in the latter under the head of "Stations and buildings," whereas in the former it is properly included under XII, sub-head 2.

23. The loss by exchange on outlay to be incurred in England may prove to be under-rated, as the exchange for 1892 and 1893 has been fixed at 1s. 6.32d, and 1s. 5d., respectively. There may, therefore, be a slight excess on such English expenditure as may be incurred during 1892-93 as the whole loss has been estimated at the former rate in the estimates.

24. The total cost of the line is now estimated at Rs. 50,205 per mile (53.81 miles) as compared with Rs. 65,494, the estimated cost per mile of the Villupuram-Guntakal

State Railway, and does not include the cost of the junctions at Māyavaram and Tiruvallūr, which will be borne by the South Indian Railway, the Māyavaram-Mutupet Railway paying its share of interest on the capital outlay chargeable to working expenses.

25. Finally, it appears, on the whole, that some want of care was shown in the preparation of the provisional estimates, to which sanction has already been accorded, and that the suggestion of a possible further saving, thrown out when submitting the estimate for the northern section (*vide* letter to the Government of India, No. 1582 R., dated 10th July 1891) was not justified, and apparently not founded on information available in the offices of the Railway Company.

(Signed) W. V. CONSTABLE, Major, R.E.

7th March 1892.

Submitted to Government with reference to para. 2 of G.O., No. 1914 R., dated 19th August 1891, and for transmission to the Government of India in compliance with its letter No. 711 R.C., dated 10th August 1891.

ORDER—dated 22nd April 1892, No. 1004 R., Public Works.

Ordered that the revised estimate, amounting to Rs. 27,01,553, of the Māyavaram-Mutupet Railway be forwarded for the sanction of the Government of India.

2. The estimate now submitted exceeds the sanctioned estimate by Rs. 3,04,854, made up principally as follows:—

	RS.
Land	86,787
Earthwork	26,454
Bridgework	46,229
Ballast and permanent-way	65,563
Stations and buildings	40,919
Plant	15,484
General charges	19,309

Explanations of these excesses are given in the note by the Consulting Engineer for Railways and are generally accepted by Government. At the same time it is to be regretted that the Railway authorities should have held out hopes of a saving on previous estimates for which there appear to have been no sufficient grounds.

3. No further allotment of funds will be made for 1892-93.

(Here enter No. 1005 R., Public Works, dated 22nd April 1892.)

(True Extract.)

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Financial Department
" Examiner, Public Works Accounts.

Ed. S. J. Pereira.
Spare Copies

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated April, 22nd.

Recd.

Encl.

G.O., 22nd April 1892, No. 1004 R.

APRIL.

Mayavaram-Mutupet Railway

The revised estimate of Rs. 27,01,553 for the —, ordered to be forwarded to the Government of India for sanction.

22ND APRIL 1892, No. 1005 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

LIEUT.-COLONEL W. H. COAKER, R.E.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

With reference to para. 2 of your letter No. 711 R.C. and to correspondence ending with your No. 144 R.C., dated 11th February 1892, I am directed to forward a copy of the Proceedings of this Government No. 1004 R., dated 22nd April 1892, and to request the sanction of the Government of India to the revised estimate of the Mayavaram-Mutupet Railway, submitted therewith, amounting to Rs. 27,01,553.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

FORT ST. GEORGE,
22nd April 1892.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1892} Madras.

PUBLIC WORKS.

Dated April, 22nd.

Recd.

Encl.

22nd April 1892, No. 1005 R.

APRIL.

Mayavaram-Mutpet Railway

Forwarding, for sanction, the revised estimate of Rs. 27,01,553 for the — with a copy of Proceedings connected therewith.