M.R.O. 1—33,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Public (Press) DEPARTMENT.

Comn. 2 2 5 8

G.O. No. 1537 Press Mis.

14-15

Dated 28 — 19 15.

Not to be folded or roughly handled

Fort St. George, Public Works Consultation of 2nd February 1858.

No. 14. Read the following Extract from the Proceedings of the Chief Engineer, dated 8th January 1858, No. 6519.

Read the following letter from Lieutenant J. BEAN, District Engineer Malabar; to Colonel C. E. FABER, Chief Engineer, dated Tirtalla, 1st January 1858, No. 1189.

SIR,

I have the honor to bring to your notice that the line of Railway on this coast which has its terminus in Beypoor, crosses at a distance of 2 miles from the station the Kadalhoondy River, and I believe that plans are now in preparation or already prepared by the Railway authorities for a Bridge across this River.

2. I am however given to understand that it is not intended that a road way is to be left clear for the coast traffic, but that it is to be exclusively a Railway work.

3. Now as the Bridge will cross close to the Ferry and mouth of the River, I do not consider that there is sufficient room for a Road Bridge between this proposed one and the Sea, and as the coast road leading to Paulghaut via Trunk road No. 5, and to Malliapooram via Teroovangaddy is an important line of communication, I would suggest that arrangements be made to effect the two objects in view in the construction of this Bridge.

4. I am aware that difficulties may arise in erecting a Bridge for joint Government and Railway purposes, but arrangements may be made, as considered best, either to allow the Railway Company to build the work at their own expense and levy a toll, or for Government to share the cost with a free right of passage way.

Resolved to forward to Government copy of the foregoing letter No. 1189, dated 1st January 1858, with the Chief Engineer's strong recommendation of Lieutenant Bean's proposal that a Road Bridge should be constructed in connection with the Railway Bridge across the Kadalhoody River on the coast road near Beypoor.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 15. ORDER THEREON, No. 151; dated 28th January 1858.

The Government resolve to refer for the opinion of the Consulting Engineer for Railways the letter from the District Engineer of Malabar which accompanied the above Proceedings, recommending the construction of a road bridge in connection with the Railway bridge across the Kadalhoondy river on the coast road near Beypoor. The Government would point out to the Consulting Engineer, that the objections made by them in regard to the Trivellum bridge, do not apply in the present instance, inasmuch as in that case the bridge was only wide enough for a double line of rails, and it was proposed that half of the bridge should be used for ordinary traffic as long as a single line of rail only was used, the whole width being given up to the Railway wherever a double line was laid. In this case the bridge is not yet built, and it seems to the Government that an arrangement might be made to build it so wide as to admit both a double line of rails and a roadway besides for ordinary traffic, so that the question of relinquishment would never arise.

(Signed) H. FORBES,
Acting Secretary to Government.

No 6579

3

Extract from the Proceedings of the Chief Engineer in the Department of Public Works

Under date the 8 November 1858

Read the following letter

No 1587

St Johns

Lieutenant A. M. Perry

District Engineer & Postmaster

&c &c

Colonel W. G. Peters

Chief Engineer D.C.W.O.

&c &c

Please take notice to discontinue the Ferry that has been established by you across the Richelieu River at the Village of St Johns, and to remove the Ferry Boat from the Station it has occupied for the last two years.

2. Please take notice that the Bridge now in course of construction across the Richelieu River at St Johns is not intended to be used as a Ferry, but as a Railway Bridge, and that the Public will not be allowed to cross the River at that point.

3. Please take notice that the Bridge now in course of construction across the Richelieu River at St Johns is not intended that a Road way is to be left clear for the Coast traffic, but that it is to be exclusively a Railway work.

4. Now as the Bridge now in course of construction across the Richelieu River at St Johns is not intended for the Coast traffic, I do not consider it

that

that there is sufficient room for a Road Bridge between the foregoing road and the Canal, and the Canal Road leading to Candleshant via Tunnel Road No 5, and to Castlehassana via Derrycarnan by an unfrequented line of communication, I would suggest that arrangements be made to effect this by effecting an exchange of lands between the Railway Company & Bridges.

4 I have also to state that difficulties may arise respecting a Bridge for Canal Towpath and Railway purposes, but arrangements may be made, as considered desirable, either by allowing the Railway Company to build the roads at their own expense and keep in repair, or for Government to share this cost with the Company.

Public Works Office
Dublin 5th January
1858

I have the honor to be
Sir
Your obedient
humble Servant
Daniel Burgoyne
Inspecting Engineer

Respectfully forwarded to
Government. Copy of the foregoing letter No
189, dated 16th January 1858, with the Chief
Engineers strong recommendation of Lieutenant
Evans proposal that a Road Bridge should
be constructed in connection with the Railway
Bridge

I have the honor to be
Sir
Your obedient
humble servant
[illegible]
for Secretary

Alfred Fisher Colonel
Chief Engineer

To
The Secretary to Government
&c &c &c

Bridge over the Mallow Railway on the Canal
Road near Ballyhea

Comptroller

No 151.

Extract from the Minutes of Consultation
Under dated the 28th Jany 1858.

Read the following Extract from the Proceedings of the Chief Engr

(Memorandum 8th Jany/58 No 59)

The Government resolve to refer for the opinion of the Consulting Engineer for Railway the letter from the District Engineer of Malabar which accompanied the above proceedings, recommending the construction of a road bridge in connection with the Railway bridge across the Kadalhoondy river on

To the Consulting Engineer for Railways
Fort St George
28 Jany/58

No 14.

No 101. 28th January 1858

No 57

on the coast road near
Beppoor. The Lord Commissioner
would point out to
their Consulting Engineer,
that the objections
made by them in
regard to the Trivellum
Bridge do not apply
in the present instance,
inasmuch as in that
case the Bridge was
only made enough for a
double line of rails,
and whereas it is now
proposed that half
of the Bridge should
be used for ordinary
traffic as long as
a Bridge line
is of rails only
and that in this case
the Bridge is not
yet

Note both being given to the Railway Company double line on rails.

yet built, and it
seems to the Government
that an arrangement
might be made to
build it so wide as
to admit both a
double line of rails
and a roadway be-
sides for ordinary traf-
fic, so that the question
of relinquishment
would
~~Read~~ never arise.

D. G.

9

J Christie to the Chief Engr. Oct. 29
3 — Consulting Engr.
for Railways
with D'Rears letter

Public Works 1858 Dep.t
Dr. to Cons.s 2.n February.

No. 151.

Extract Mins: of Cons.
Dated 28th Jan.y/58.

From Consulting Eng.r 27th Jan.y/58
& 28th to 19 March
W 1186 & 3127/58

Referring for the opinion of the Consulting Engineer for Railways, the letter from the District Engineer of Mullabáir, regarding the construction of a road bridge in connection with the Railway bridge, across the Hastulthoondy river on the coast road near Byculla.

No. 14-415.