

(1) Number of pages 14(2) Date of repair 28-4-38(3) Initials of the Referencer F

MADRAS RECORD OFFICE.

Government of Madras.

Lalaluni Wore. DEPARTMENT.

Cen 13/6/59

G.O. No.

919

Press

~~Mis.~~

89.90

Dated

18-6-

18 59.

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 19th April 1859.

No. 89. Read the following letter from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 25th March 1859, No. 9004.

SIR,

With reference to Extract from the Minutes of Consultation, No. 2704, of the 15th of December last, I have the honor to submit the enclosed Statement, shewing the probable amount to be expected from the traffic frequenting Trunk Road No. 10, in the vicinity of Trivullum.

2. I also beg to lay before Government copies of the letters marginally noted, and in drawing the attention of the Right Honorable the Governor in Council to the remarks of the District Engineer, pointing out the advisability of constructing a Causeway across the Poiney River, instead of opening the Railway Bridge for the use of the public, I do myself the honor to observe that as the Bridge will not for the greater portion of the year be traversed by the Carts, &c., frequenting the locality, the construction of the Causeway recommended by the District Engineer is much to be preferred; and as the Consulting Engineer for Railways sees no objection to the measure "should the cost of it not be greater than the necessity of the case requires," I will on being favored with the orders of Government, call for the necessary Plans and Estimates.

Letter from J. H. DOPPING, Esq., District Engineer of North Arcot; to Colonel C. E. FABER, Chief Engineer, dated Ranepett, 4th February 1859, No. 2187.

SIR,

In compliance with the instruction contained in your Proceedings No. 6396 of the 17th December, I have the honor to enclose a Return of Traffic on the No. 10 Road at the Trivullum Bridge.

If however I may be allowed to express an opinion on the advisability of altering the present line of traffic by accommodating it, with a passage across the Railway Bridge; I should be much inclined to recommend that such an arrangement should not be adopted, and that as the traffic is considerable, though not as much as shewn in Captain Johnston's Report, and generally at an hour in the morning and evening when the Trains are expected, a Causeway should be made across the Poiney River in the line of the present road sooner or later, according as the Railway may be extended, more Trains will be passing and the delays of the traffic and risk of accidents will be considerable, more especially when the distance from the point when the common road-way would join and leave the Railway is taken into consideration.

I should also fancy that before very long a double line will have to be laid across the Bridge between the Trivullum and Arcot Stations, which will be a convenient place for the Trains to pass each other and will equalize the weight over the Bridge.

In the event of a Causeway being constructed, the Tolls collected on it could be used as a set off against the Causeway and *entire Road*, but the Tolls collected on the Bridge would not, I think, cover the expenses and risk, as it would only be used during the wet season, and then perhaps the traffic would cross the Poiney by the Bridge to be constructed at the Poiney Annicut.

Letter from Captain C. C. JOHNSTON, Consulting Engineer of Railways; to Colonel C. E. FABER, Chief Engineer, dated 4th March 1859, No. 55.

SIR,

I have the honor to acknowledge the receipt of a letter from the Superintending Engineer Central Circle No. 8275, dated 2nd March 1859, together with a copy of one No. 2187, dated 4th February 1859, from the Acting District Engineer, North Arcot, on the question of allowing the public the use of the Railway Bridge across the Poiney River.

Fort Saint George, Public Works Consultation of 19th April 1859.

2. As the Superintending Engineer Central Circle, has requested my opinion, I would in the first place draw attention to Extract Minutes Consultation No. 651, dated 30th November 1858. The subject has been dealt with in that order; and it has therein been pointed out that a necessary preliminary to the further discussion of the question with the Railway authorities, is the preparation by the Department of Public Works, of an Estimate of the probable Annual Return that may be expected from the traffic now frequenting Trunk Road No. 10, in the vicinity of Trivullum.

3. As this Estimate has not yet been forwarded for my inspection, I am not aware that the subject can with any advantage be further discussed at present as a Railway question.

4. Instead of an Estimate of the probable amount of Toll, I have been furnished with a letter suggesting the adoption of a plan, by means of which the public may dispense with the use of the Railway Bridge altogether. Should this plan, in your opinion, meet all the wants of the public, and should the cost of it not be greater than the necessity of the case requires, I can see no objection to its being carried into execution.

Statement of Toll that may be expected to be realized at Trivalum Bridge.

Traffic No.		Loaded.						Traffic No.		Unloaded.					
		Rate.			Amount.					Rate.			Amount.		
		Rs.	A.	P.	Rs.	A.	P.			Rs.	A.	P.	Rs.	A.	P.
1701 ³	Ass and Horses....	0	0	4	3	8	10	1701 ³	Ass and Horses....	0	0	2	1	12	5
1739	Bullock and Buf- falo.....	0	0	6	54	5	6	1739	Bullock and Buf- falo.....	0	0	3	27	2	9
2078	Common Carts.....	0	4	0	51	8	0	2078	Common Carts.....	0	2	0	259	12	0
151 ²	Coach and box Carts.....	1	0	0	15	8	0	151 ²	Coach and box Carts.....	0	8	0	7	12	0
5046 ¹	Men and women...	0	0	2	52	9	1	5046 ¹	Men and women...	0	0	1	26	4	6
342	Sheep and Goats per score.....	0	2	0	2	2	2	"		0	0	0	0	0	0
Total.....					647	9	7	Total.....					322	11	8
													647	9	7
								Monthly Grand Total.....					970	5	3
								Annually Grand Total.....					11,640	0	0

N. B.—This calculation is based on the supposition that the Bridge will be used throughout the year.

Annually Grand Total.....	11,640	0	0
---------------------------	--------	---	---

Central Office of P. W. D.

Central Office of P. W., }
Fort St. George, }
25th March 1859. }

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

No. 90.

ORDER THEREON, No. 917; dated 18th April 1859.
communicated to the Financial Board.

Ordered to be communicated to the Financial Railway Department with reference to Extract Minutes Consultation in that Department dated 30th November 1858 No. 651.

(Signed) W. C. SIM,
Ag. Dy. Secretary to Government.

to a Dist Engineers office
Rampett 4 February 1889

Ms. 2187
1858/59

From J. W. Dopping Esquire
Dist. Judge of North Arcot

The Chief Engineer
Dept of Pub Works

Mr

In compliance with the instruction contained in your Proceedings No 6396 of the 17 Dec^r I have the honor to enclose a return of Traffic on the No 10 Road at the Mullum Bridge.

If however I may be allowed to express an opinion on the advisability of altering the present line of Traffic by accommodating it, with a passage across the Railway Bridge; I should be much inclined to recommend that such an arrangement should not be adopted, and that as the Traffic is considerable, though not as much as shown in Capt. Johnstons report, and generally at an hour in the morning and Evening when the trains are expected, a Causeway should be made across the Poiney River in the line of the present road.

sooner or later, assuming as the Railway
may be extended, more trains will be
passing and the delays of the Traffic
and risk of accidents will be considera-
ble more especially when the distance
from the point where the common road
may would join and leave the Railway
is taken into consideration.

I should also fancy
that before long a double line will
have to be laid across the bridge between
the Swallow and Arcot Stations,
which will be a convenient place
for the trains to pass each other
and will equalize the weight over
the bridge.

In the event of a causeway
being constructed the tolls collected
on it could be used as a set off
against the causeway and Entire
Road but the tolls collected on the
Bridge would not I think cover the
Expenses and risk, as it would only
be used during the wet season and
then perhaps the Traffic would
cross the Pomey by the Bridge to
be constructed at the Pomey Arment.

I have few
/ Signed / J W Dopping CE
Dist Engr N Armt.
Railway Depart

Consulting Engineers Office

No 55 5-
From
Capt J L Johnston
Consulting Engineer of Railways
To
The Chief Engineer of the
Dept. Pub Works

Sir
I have the honor to acknowledge
the receipt of a letter from the Supg
Engineer Central Circle No 8275, dated 2^d
March 1859, together with copy of one
No 2187 dated 4th February 1859, from
the Acting Dist Engineer North Arcot
on the question of allowing the public
the use of the Railway Bridge across
the Pomey River.

2. As the Supg. Engineer
Central Circle has requested my opinion,
I would in the first place draw at-
tention to C.M. No 651 dated 30th Nov
1858. The subject has been dealt with
in that order, and it has therein been
pointed out that a necessary prelimi-
nary to the further discussion of
the question with the Railway Au-
thorities, is the preparation by the
Department of Public Works of an
Estimate of the probable Annual
return that may be expected from
the Traffic now frequenting Trunk
Road No 10 in the vicinity of

Mimullem

3 As this Estimate has not yet been forwarded for my inspection, I am not aware that the subject can, with any advantage be further discussed at present as a Railway Question.

1 Instead of an Estimate of the probable amount of Toll, I have been furnished with a letter suggesting the adoption of a plan, by means of which the Public may dispense with the use of the Railway Bridge altogether. Should this plan in your opinion, meet all the wants of the Public, and should the cost of it not be greater than the necessity of the case requires, I can see no objection to its being carried into execution.

I have, &c

Yours faithfully

Johnston Caplin

Consulting Engineer for

Madras

4 March 1859

True Copies

Wd. Lister Colonel

Chief Engr. D.P.W.

May 16/59
 Henry Davis
 the use of the land
 George and the
 Henry Davis
 the use of the land
 George and the
 Henry Davis

of the office of the
 and the with the
 the office of the
 and the with the
 the office of the
 and the with the

The Secretary to
 the Board of
 the Board of
 the Board of
 the Board of
 the Board of

The Secretary to
 the Board of
 the Board of
 the Board of
 the Board of
 the Board of

Statement of toll that may be expected to be realized at Savannah / Georgia

Office	Leased	Ratio	Amount	Ratio	Amount
170 1/2 App and House		"	2.5	"	1.25
1739 Bullock and Buffalo		"	5.5	"	2.75
2078 Common Cattle		"	5.18	"	2.59
162 Cattle and Horses		"	15.8	"	7.9
5066 1/2 Men and Women		"	52.71	"	26.36
242 Sheep and Goats per season		"	2.2	"	1.1

A.B. This calculation is based on the total figures 647.97
 supposition that the biggest toll
 and through out the year
 Total figures 322.11.8
 Monthly Grand total 647.97
 Annually Grand total 11640.00

Charles Office of 1859
 Station 1 Georgia
 25th March 1859
 This is an estimate of the tolls
 at the water bridges
 and across the river
 when the water was in
 insufficiently, or in the year
 30 to 40 days

11-
Central Office of Pub Works
Fort Saint George
25th March 1859

No 9004

To The Chief Engineer
Dept of Pub Works

To The Secretary to Government
Pub Works (Deptt.)
Fort St. George

Sir,

With reference to Extract from
the Minutes of Consultation No 2704 of the
15th of Decr last, I have the honor to sub-
mit the enclosed Statement showing the
probable amount to be expected from
the Traffic frequenting Temple Road
No 10 in the vicinity of Trivellum.

I also beg to lay before
Government copies of the letters margin-
ally cited, and in drawing the attention
of the Right Honourable the Governor
in Council to the remarks of the Dist.
Engineer, pointing out the advisability
of constructing a causeway across the
Ponney River, instead of opening the
Railway Bridge for the use of the public.
I do myself the honor to observe that
as the bridge will not for the greater

Public

Encls. 2.
1 Copy of a letter
1 Statement

From Ch Engineer
Public Works
No 1187-2674/59
From Ch Engr. for
Railway
No 85/2674/59

Enclosure in a
letter
from
The Chief Engineer
To
The Secy to Govt
P.W.D.
Dated 25th 3rd March 1859
Recd
26/3/59
Statement of
Jette that many be
expected to be near
larger at Government
House

portion of the year be traversed by the para. 5.
carts and frequenting the locality, the
construction of the Causeway recommend-
ed by the District Engineer is much
to be preferred; and as the Consulting
Engineer for Railways sees no objection
to the measure "Should the cost of it
not be greater than the necessity
of the case requires," I will on
being favored with the orders of
Government call for the necessary
plans and Estimates.

I have the honor to be

Sir
Your most Obedt Servant

W. E. F. Jones
Chief Engineer
S. P. M.

Dr. Com. 21 Decr/58

Dr. 1859 Decr 21
Dr. 1859 Decr 21
The Chief Engineer

Dr. 1859 Decr 21
Dr. 1859 Decr 21
Dr. 1859 Decr 21

Dr. 1859 Decr 21
Dr. 1859 Decr 21
Dr. 1859 Decr 21

Dr. 1859 Decr 21
Dr. 1859 Decr 21
Dr. 1859 Decr 21

Dr. 1859 Decr 21

Dr. 1859 Decr 21
Dr. 1859 Decr 21
Dr. 1859 Decr 21

Dr. 1859 Decr 21

Dr. 1859 Decr 21

Dr. 1859 Decr 21