M.R.O. 1—77,000—8-6-31.

(1) Number of pages 14

(2) Date of repair 28-4-38

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Judicial DEPARTMENT.

Con 13 Aug 57

G.O. No. 917 Press Mis.

Dated 18-6- 1857.

Not to be folded or roughly handled

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.

From District Engineer, North Arcot, No. 2187, February 4th, 1859.
From Consulting Engineer for Railway No. 55, March 4th, 1859.

Para. 5.

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 af 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 roadway 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.	Rate. Rs.	Rate. A.	Rate. P.	Amount. Rs.	Amount. A.	Amount. P.
170½	Ass and Horses....	0	0	4	3	8	10
1739	Bullock and Buffalo.....	0	0	6	54	5	6
2078	Common Carts.....	0	4	0	519	8	0
15½	Coach and box Carts.....	1	0	0	15	8	0
5046½	Men and women...	0	0	2	52	9	1
342	Sheep and Goats per score.....	0	2	0	2	2	2
	Total.....				647	9	7

Traffic No.	Unloaded.	Rate. Rs.	Rate. A.	Rate. P.	Amount. Rs.	Amount. A.	Amount. P.
170½	Ass and Horses....	0	0	2	1	12	5
1739	Bullock and Buffalo.....	0	0	3	27	2	9
2078	Common Carts.. ...	0	2	0	259	12	0
15½	Coach and box Carts.....	0	8	0	7	12	0
5046½	Men and women...	0	0	1	26	4	6
"	....	0	0	0	0	0	0
	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.

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.

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.

3-

R. A. Dist. Engineers office
Kempett 4th February 1859

No. 2187
1858/59

From
J. M. Dobbing Esqre
Dist. Engr. of North Arcot

To
The Chief Engineer
Dept. of Pub. Works

Sir

In compliance with the instruction contained in your Proceedings No 6296 of the 17th Dec. I have the honor to enclose a return of Traffic on the No 10 Road at the Trivellum Bridge.

I however may be allowed to express an opinion on the advisability of altering the present line of Traffic by accommodating it, with a passage over 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 over 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 may would join and cause 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 Irvinbinn and Ascot 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 Penny by the Bridge to be constructed at the Penny Ground

I have &c

(Signed) J W D Spring CE
Dist Engr & Asst.
Railway Depart

Consulting Engineers office

From

Capt J C Johnston
Consulting Engineer of Railways

To

The Chief Engineer [illegible]
Dept. Pub. Works

Sir [illegible]

I have the honor to acknowledge the receipt of a letter from the Supg Engineer Central Circle No 8275, dated 2nd March 1859, together with a copy of one No 2187 dated 4th February 1859, from the Acting Dist Engineer Tenth Circle on the Question of allowing the public the use of the Railway Bridge across the Penney River.

2. As the Supg Engineer Central Circle has requested my opinion I would in the first place draw attention to C.W.L. No 651 dated 30th Nov 1858. The subject has been dealt with in that letter, 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 returns that may be expected from the Traffic now frequenting Trunk Road No 10 in the vicinity of

Third Item

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.

I have &c
(Signed) A. J. Johnston Captn
Consulting Engineer for
Madras Railways
4th March 1859

True Copies
Wm Slater Colonel
Chief Engr D.P.W.

Exd W.C.

Statement of Toll that may be Effected by Collectors at Nowalum Bridge

No.	Traffic Leaving	Rate	Amount	Rs	No.	Traffic Coming	Rate	Amount	
170½	Ass and Horses	"	" 1	3. 8 1	170½	Ass and Horses	"	" 2	1 12 5
1739	Bullock and Buffalo	"	" 6	56 5 6	1739	Bullock and Buffalo	"	" 3	27 2 9
2078	Common Carts	"	1 "	519 8 "	2078	Common Carts	"	2 "	259. 12 -
15½	Coach and Box Carts	1	" "	15. 8 "	15½	Coach and Box Carts	"	8 "	7. 12 "
5066½	Men and Women	"	" 2	52. 7 1	5066½	Men and Women	"	" 1	26. 4 6.
342	Sheep and Goats per score	"	2 "	2 2 2	"	"	"	" "	" " "
			Total Rupees	647. 9 7				Total Rupees	322. 11. 8
									647. 9. 7.
								Monthly Grand Total	970. 5 3.
								Annually Grand Total	11.640. " -

N.B. This calculation is based on the supposition that the bridge will be used throughout the Year.

Central Office 1st Class
Nowalum Bridge
25th March 1869

This is an Estimated Estimate
on the water level and mostly
used across the river, except
when the water was quite
impassable, or on festival days
30 to 40 days in the Year.

Alex Taylor Colonel
Chief Engineer.

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

No 9004

From The Chief Engineer
Dept of Pub Works

To
The Secretary to Government
Pub Works Deptt

Sir,

With reference to Extract from the Minutes of Consultations No 2704 of the 15th of Dec last, I have the honor to submit the enclosed Statement shewing the probable Amount to be expended from the Traffic fragmentary Tunnel Road No 10 in the Vicinity of Triplicane

I also beg to lay before Government copies of the letters marginally noted, and in drawing the attention of the Right Honable the Governor in Council to the Remarks of the Dy Engineer, pointing out the advisability of constructing a Causeway across the Pooney 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 letter
1 Statement

From Dy Engineer
Pubk Works
No 2187 Feby 24/59

From Com. Engr. for Railways
No 85 March 4th/59

Enclosure in a letter from the Chief Engineer to the Secretary to Govt Pub Wks Dept
Dated 25th March 1859
No 9004

Statement of the probable Amount required for the Completion of Traffic fragmentary Tunnel Road No 10 in the Vicinity of Triplicane

Estimated by
Lieut Hall Assistant Engineer
Exd
Signed A.A. Brunton
Supt Engr

portion of the year be traversed by the carts for freighting 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.

I have the honor to be
Sir
Your most Obd't Servant
W. Ed. Parker Colonel
Chief Engineer
D. P. W.

Exd WD.

P.W. Corr: 21 Decr 1858
8-45.

P.W. 1859 Q. Sheet
Dto Encl 19 Letter
No 71.0.
From
The Chief Engineer

To
The Secretary to Govt
P.W.D

Dated 25th March 1859
Rec'd 26th

No 9004
Encl.
No 917 - 28th April 1859.

Submitting with reference to E.M. Cir No 2704 dated 15 Decr last a statement shewing the probable amount to be realized from the Traffic Receipts of Trunk Road between the limits of Trivellore & Gudiatham with comparison with the actual expenditure on the road & estimating a Canonary amount for the Ponery Avenue of the Metta avenue

No 89 & 90.

917 No. 917

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

Fort St. George
18th April 1859

Copies to the Fin. Rly Dept.
Dept. 19