M.R.O. 1—77,006—8-6-37.

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 98 Press / Mis.

81-82.

Dated 24-2-1882.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 1st April 1862.

Read the following papers :—

No. 19. From Colonel W. I. BIRDWOOD, Deputy Chief Engineer, Southern Circle, to Lieutenant-Colonel W. H. HORSLEY, Chief Engineer and Secretary to Government, Public Works Department, dated Chepauk, 8th February 1862, No. 10,383 :—

Proceedings of Government, No. 1,081, 11th June 1861.
Do. No. 557, 30th July 1861, Financial Department.
Do. No. 4, 6th January 1862, Financial Department.
Letter from Chief Engineer, No. 2,908, 20th July 1861.
Do. District Engineer Coimbatore, No. 460, dated 18th December 1861.
2 Survey plans.
1 Section.
1 Estimate.
1 Letter from District Engineer Coimbatore, No. 460, dated 18th December 1861.

SIR,

1. With reference to the orders of Government and correspondence marginally noted, I have the honor to submit for the consideration of Government, a survey, plan and estimate, amounting to ten lacs, for constructing a light Horse Tram-way on the existing road between the Railway Station at Coimbatore, and the foot of the Coonoor Ghât, viâ Mettapolliem ; a distance of 32 miles.

2. The Tram-way itself is estimated to cost Rupees 30,000 per mile, including bridges, drains, workmen's huts, and contingencies, while a further sum of Rupees 40,000 is provided for tram-way carriages, waggons, station houses and goods' sheds.

The abstract of the total cost is therefore as follows :—

	Rs.
For the Tram-way complete, including bridges, drains, &c., 32 miles	9,60,000
For five Omnibus carriages and fifteen Goods' waggons...	20,000
For six small Station houses and six Goods' Sheds, &c. ...	20,000
	10,00,000

3. It is proposed to adopt the usual narrow gauge of 4′ 8½″ in preference to a broader one, as being cheaper and less expensive to keep in repair. The rails are to be 28 lbs. per running yard. Cast iron sleepers have been estimated for, as wooden ones decay very rapidly ; and are the dearest in the long run. Both on the Madras Railway and on the Tram-ways at the Godavery and Kistna, wooden sleepers were obliged to be entirely renewed every three or four years.

4. The detailed plans for the masonry drains and bridges have not been completed, but Captain Goddard states in his letter, No. 460, that he has well considered the subject ; and the sum allowed by him is Rupees 1,200 per mile, or Rupees 38,000 for the entire distance. This amount, as also Rupees 100 per mile for Workmen's huts, appear requisite and reasonable.

5. The Government in their orders said nothing about Stations, Goods' Sheds, &c., but as some such buildings are indispensable Rupees 20,000 are allowed for them in the estimate and also Rupees 10,000 for five Omnibus Carriages, and fifteen Goods' Waggons.

6. I am not at all satisfied with the way in which the District Engineer of Coimbatore has submitted this project, and had time permitted I should have returned it to him for careful re-consideration, and for further and more complete details. As it is, however, eight months have now elapsed since Government called for the estimate, and rather than cause further delay I have had it prepared in my Office on the best data at command, every item has been carefully gone into and the rates provided are correct and reasonable, and I believe that a well constructed Tram-way of the description required for this line of road, cannot be satisfactorily and efficiently completed within the sum above-named, viz., ten lacs.

Proceedings of the Madras Government, Public Works Department, 1st April 1862.

No. 20. Official Memorandum from Colonel W. I. BIRDWOOD, Deputy Chief Engineer, Southern Circle, to Lieutenant-Colonel F. H. RUNDALL, Deputy Secretary to Government, Public Works Department, dated Chepauk, 21st February 1862, No. 10,806.

3 Estimates.

The Deputy Chief Engineer Southern Circle has the honor to forward to the Deputy Secretary to Government, Public Works Department, with reference to his Official Memorandum No. 31, dated 18th February 1862, three original estimates for different descriptions of Tram-way made by the District Engineer of Coimbatore.

No. 21. ORDER THEREON, 1st April 1862, No. 645.

The Government consider the estimate for the Tram-way submitted with the Deputy Chief Engineer's letter to be too exorbitant to allow of its being entertained. They observe that in Proceedings of the 24th February last, No. 98, F. R. D., sanction was conveyed for the employment of eight Traffic takers, on the road between Coimbatore and Mettapolliem. Before expressing any decision therefore as to the expense to be incurred, they will await the submission of the Traffic Returns.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

Proceedings of the Madras Government, Financial Railway Department, 24th February 1862.

No. 81. Read the following Proceedings of Government in the Public Works Department, dated 14th February 1862, No. 212.

Communicating letter from the District Engineer of Coimbatore reporting that 8 Traffic-takers on a monthly salary of Rupees 10 each will ensure a correct return of Traffic being taken on the road from Coimbatore to the foot of the Coonoor Ghat.

(Vide Proceedings Public Works Department, dated 14th February 1862, Nos. 221 & 222).

No. 82. ORDER THEREON, 24th February 1862, No. 98.

Government sanction the employment, of eight Traffic-takers at (10) ten Rupees each a month, on the road from Coimbatore to the foot of the Coonoor Ghat, in reference to the application submitted with the Consulting Engineer's observations, dated the 24th December last.

(Signed) T. PYCROFT,
Chief Secretary.

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Central Office of P.W.,
Chepauk,
8th February 1862.

No. 10383.

From

Colonel W. J. Birdwood
Dy. Ch. Engr. &c. &c.

To

Lieutt. Col. W. H. Horsley
Ch. Engr. & Secy. to Govt. P.W.D.
Fort St. George.

Public.

Sir,

With reference to the orders of Government and correspondence marginally noted, I have the honor to submit for the consideration of Government, a Survey plan and Estimate, amounting to ten Lacs, for constructing a light Horse Tramway on the existing road between the Railway Station at Coimbatore, and the foot of the Coonoor Ghaut via Mettapollium; a distance of 32 miles.

Pro. of Govt. No. 1381, 11th June /61.
Do. " 557 " 30th July /61. Financial Dept.
Do. No. 4, 6th Jany /62. Financial Dept.
Letter from Ch. Engr. No. 2708, 20th July /61.
Do. Dt. Engr. Coimbatore No. 460, of 18th Decr /61.

Encl. 3.
1. Survey Plan
2. Estimate
3. Letter from District Engineer Coimbatore No. 460 of 18th Decr /61.

2. The Tramway itself is estimated to cost Rupees 30,000 per

Financial [illegible] 15 [illegible] Dept.

No. 98

Pro. of the Madras Government in the Financial Dept.

Dated 21st Feby 1862

No. 81–82

per mile, including Bridges, Drains, Watermens Huts and contingencies, while a further sum of Rupees 40,000 is provided for Tramway Carriages, Wagons, Station Sheds and Goods Sheds.- The Abstract of the total Cost is therefore as follows.-

For the Tramway complete including Bridges, Drains &c. 32 miles	Rs. 6,40,000
For 5 Omnibus Carriages and 15 Goods' Wagons	20,000
For 6 small Station Sheds and 6 Goods' Sheds &c.	20,000
Total Amount of Project Rs.	10,00,000

3. It is proposed to adopt the usual narrow gauge of 4'.8½ in preference to a broader one, as being cheaper and less expensive to keep in repair.- The Rails are to be 28 lbs per Running yard.- Cast iron Sleepers have been estimated for, as wooden ones decay very rapidly, and are the dearest

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dearest in the Country.- Both on the Madras Railway and on the Tramways at the Godavery and Kistna, wooden Sleepers were obliged to be entirely renewed every 3 or 4 years.-

4. The detailed plans for the masonry Drains and Bridges have not been completed, but Captain Goodwin states in his letter, No. 460, that he has well considered the Subject, and the Sum allowed by him is Rs. 1200 per mile.- or Rs. 38,000 for the entire distance.- This amount, as also ex[illegible] Rupees 100 per mile for Watermen's Huts, appear requisite and reasonable.

5. The Government in their orders said nothing about the Stations, Goods' Sheds &c. but as some such buildings are indispensable Rupees 20,000 are allowed for them in the estimate, and also Rupees 20,000 for 5 Omnibus Carriages, and 15-

15 Goose Bryggan.-

6. I am not at all satisfied with the way in which the District Engineer of Coimbatore has submitted this project, and had time permitted I should have returned it to him for careful reconsideration, and for further and more complete details.- As it is, however, 8 months have now elapsed since Government called for the estimate, and rather than cause further delay I have had it prepared in my office on the best data at command every item has been carefully gone into and the rates provided are correct and reasonable. And I believe that a well constructed Tramway of the description required for this line of road, can not be satisfactorily and efficiently completed within the sum above named.

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named- viz^t ten lacs.-

I have the honor to be,
Sir
Your most obed^t Servant

Central Office 8th
Chepauk
8th February 1862.

D. Cunliffe Colonel
Dy: Ch. Engr &c

To
Lt Colonel R. N. Rowley
Chief Engineer and
Secy to Govt P.W.D
Fort St George

1
"L.D'Vaz

Letter from Govt. Dublin
Enc: 2 V.C. No 10383
Dated 8th Feb: 1862
Rec'd 10th do
Dated 21st Feb: 62

Memorandum by Mr.

Chief Engineer

Mr Deputy Chairman, Board from Coin
Surveyor of the Coast Lunatic Asylum, and
Harbour Authority of Kingstown
dated 28th ultimo
with reference to the
Govt. Mr Lemass the
Contractor for Extensions
Asylum, Coin
Railway of Kingstown
Estimate of £40000 for
an alteration of Pattern
Railway Rock on Pattern
Mr Deputy Chairman has
Govt. Lemass has submitted
Estimates for 3 alternative
Lines as follows.

Mr Deputy Chairman Monkstown ... — 556,200
Coryestown do — 496200
Granite Lake ... — 392 200

The Board has carefully examined
in new and Railway Centre
in a skilful and clear line,
- Lemass Railway Engineering
and Harbour Engineering
that the Rock Cheapest Purchase
is for Extensions -
is for Railway Rock
Mr Deputy Chairman to the Railway
Granite Lake Railway
Railway requires 28th ultimo

Yours ...
Lieut Colonel ...

Dublin 11th June 1861 No 117.
Rec'd 30 July ——— 557
Rec'd 15 June /62 — 20.91
Copy in a letter to England
Dated 10 September 88
of 1862.

Public Works 1862 Letter
Pro: of Govt for April
Nº 375
Col: R. S. Dixon
Sy: Civil Engr. Dublin
&
Capt: R. H. Thomas
Civil Engr. & Surveyor

Nº 645 — 1 Apl

Dated 8th Feby /62.
Rec'd 11th Feby /62.
Enc: 5. Returned No 10383.
Submits with
opinion Plans and Estimate
amounting to £10,000
for Constructing a Light
Horse Railway on the
existing Road between
the Railway Station at
Carrickbrennan and the
Pier at Kingstown
Harbour via Monkstown
in the District of
Carrickbrennan. —

Nº 19.

C15 Branch Read

For orders & with Reference
to the accompanying Memo
Random Sum. Ed. P. W.

house small light baggage and a precise number of them - solely to do away the expense of the Rail, & consequently its cost; numerous items may be greatly reduced

But without entering into the particulars which, as the reference to the Railway Company is still pending, would be premature, I would suggest the propriety of commencing, whether an arrangement might not be entered into with Messrs Samuel & Bruce the Patentees of the Street Railway, as it appears to me their proposals would just meet the requirements of the country on this line. It might facilitate matters if Govt: now undertake to put and the Road into thorough order first or maintain it so afterwards - Assuming to the Est: calculation of Rs 1200 per mile for masonry works, it amounts to Rs 38400 - to provide all the required bridges, which 100 Rs per mile would probably be sufficient to maintain this Road afterwards in good working order - The present Establishment is only Rs 50. -

(10)

Construction of a Railway from Coimbatore & Mettapollam

The Estimate is enormous and could not be entertained for an instant - but I do not think that a railroad could be laid down for up from 1000 or 1200 £ per Mile - before we can take any decision we must have some idea of the cost per mile

Which fee is to be

best with

Estimate of 10 Lacs for a Railway is immediately

C15 March R22

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No. 10-806.

Official Memorandum

The Deputy Chief Engineer Southern Circle has the honor to forward to the Deputy Secretary to Government Public Works Department, with reference to his Official Memo No 34, dated 18th February 1862, three original Estimates for different descriptions of Tramway made by the District Engineer of Coimbatore

Dy Chief Engr's Office &c
Chepauk
25 February 1862

Colonel
Deputy Chief Engineer &c

To Lieutenant Colonel J H Rundall
Deputy Secretary to Govt &c &c
Fort Saint George

Ex. B.F.

Copy in a letter to England
dated 10th September 1862
of 1862

Public Works 1862. Dept.
From Govt for April
No 533
The Deputy Secretary to Govt
&c
To
The Secretary to Govt
P.W.D.
Fort Saint George
Dated 20 Feby
Rec'd 24th February 1862

Enc. 3. returned No 10806

Forwards original
Estimates for different
descriptions of Examinations
made by the District
Engineer of Coimbatore

No 30.

No 645 - 1st April

C/5 Annual R22

C/5 Annual R22

Copy in a letter to England
dated 10th September No. 88
of 1862.

Public Works 1862 Dept.
Proc. of Govt. for April.

No. 645.

Proc: of the Madras
Government.

Dated 1st April 1862.

From the Dy. Consulg.
Engr. Railway Dept.
Dy 23rd May/62
Cor: 1565

No. 1921

Awaiting the submission
of the traffic Returns for
the road between Coimbatore
and Mettapollium before
disposing of the estimate
for a light Horse Tram-
way between the Railway
Station at Coimbatore &
the Coast at the Coonoor
Ghaut via Mettapollium.

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