

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

public works DEPARTMENT.

G.O. No.	1465	Press
415-416		Mis.
Dated	18-5	1864.

Not to be folded or roughly handled

12

*Proceedings of the Madras Government, Public Works Department,
18th May 1864.*

No. 415. Read the following letter from Lieutenant-Colonel G. W. WALKER, R. E.,
Superintending Engineer, 7th Division, to Colonel C. A. ORR, R. E., Secretary to
Government, Department Public Works, dated Coonoor, 27th April 1864, No. 401:—

SIR,

1. I have the honor to submit for sanction and provision of funds from the Reserve of
1864-65, the following bridge and drain Estimates of the Malabar District, viz.:—

	Rs.
1. Re-building the Wattapolliem bridge on Trunk Road No. 5 (with Plan)...	3,600
2. Constructing a 4-vent Tunnel over the Oomalloor Thodu on Trunk Road No. 5 (with Plan)...	1,900
3. Do. a 3-vent Tunnel over Kela Thodu on Trunk Road No. 5 (with Plan)...	1,200
4. Do. a 3-vent Tunnel over Koodoor Thodu on Trunk Road No. 5 (same Plan)...	900
5. Constructing Tunnels on the road from Palghat to Moondoor (with Plan) ...	4,400
Total...	12,000

2. The monsoon of 1863, the severest for 30 years past, tested the water-way of a number of the bridges in the Western Districts of my charge to a most unlooked for extent; and I reported on the chief damages sustained in my letter printed with Government Order No. 2,419 of 25th August 1863. Nos. 2, 3, and 4 of the above list are Estimates for providing increased water-way and otherwise improving some minor structures damaged on Trunk Road No. 5. The Collector's conditional offer of Local Funds (docketed on them) could not be accepted in any case; certainly not when those funds were hardly adequate to meet more legitimate calls; and I preferred resorting to temporary expedients from the maintenance allowance, rather than to the Imperial Reserve of 1863-64 then understood to be at a low ebb.

3. No. 1 is called for by a more serious interruption to traffic as to magnitude and also as to position, being close to a Railway Station; the increased water-way allowed is shown by the trace of the old arches under the timber platform now proposed as a cheaper but perfectly efficient substitute. Trunk Road No. 5 though entirely superseded by the Railway for goods traffic for long distances, is still most useful locally and as a feeder to stations, and must be maintained in an efficient state.

4. The 5th Estimate provides for 26 masonry tunnels on the southern portion of the road, from Palghat towards Malliapcoram and Calicut direct, for which the original Estimates of that line provided very imperfectly, and over which in consequence the drainage of the country passed at the proposed sites. It would be well to bring this line into a higher state of efficiency, as a Railway feeder of some consequence, and portion of one of the main communications of the District.

No. 416. ORDER THEREON, 18th May 1864, No. 1,415.

The Estimates submitted with this letter, amounting in the aggregate to Rupees 12,000, for Bridges and Tunnels on Trunk Road No. 5 and on the road from Palghat to Moondoor in the Malabar District, are sanctioned from the Reserve* Fund of 1864-65.

* Under "Communications."

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.

„ Control and Auditor of Public Works Accounts.

„ Accountant General.

Exd. S. T. Augustin.

27/2002/bz

Dear Cousin, we are
 all well & hope this
 finds the same. Love
 to the dear old
 folks.

Charles Jones

Chas. J. Smith

Estimated of the probable expenses required for Constructing a platform Bridge of 3 Vents across the New Roads in the 10th mile on Trunk road No 5

Unit	Quantity	Particulars of Work	Unit Price	Amount
1000	142	Removal of old concrete	2 1/2	355
1000	75	Do	2 1/2	187 1/2
1000	60	Do	2 1/2	135
1000	33	Retaining walls to floors	1 1/2	49 1/2
1000	54	Floors between	5 1/2	297
1000	42	Concrete above	2	84
1000	69	Do including cutwater	2	138
1000	40	Wing walls above	2	80
1000	26	Floors over covering stones	2 1/2	65
1000	6	Caps to cutwaters	1	6
1000	82	Gravel	1 1/4	93 1/2
1000	24	Covering stones	3 1/4	81
1000	378	Total subject of cut granite in plan and 60		226 12 9
1000		Removing old bridge, digging foundations		112 4 8
1000		Baling water, cleaning and superintending		1200
1000		Total Estimated Amount Expenses		1200

Calhoun County Office
Calhoun Co. N.Y. 1883
Chester E. H. H. H.

Wm Walker Secy
Suff Engineer & Drm En

Thos. Hughes
w-4th District
Philadelphia Range
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Copy to Mr. [illegible]

The old tunnel having partly fallen in and it being too small to carry off the drainage a new and larger tunnel is required.

Abstract

Estimate of the probable expense required for rebuilding the Bridge across the Wattapallum Thodos on Grand Road No. 5

Quantity	Particulars of Work	Price	Rate	Amount	Total
4455	Cut of rough stone in Chumam	@	14	623 11 2	
972 1/2	Cut of granite in Chumam	@	14	1361 " 2	
72	Cut of cut granite	@	50	36 " "	
1067 1/2	Cut of wrought timber	@	1	1067 6 6	
	Graveling foundation filling in and taking water			200 " "	
				3288 1 10	
	Scaffolding, nails, joining woodwork				
	Graveling over Bridge Soudies and Superintendence			311 14 2	
	Total Estimated Amount				3600 " "

Pulphant Range
Office
Pulphant 1st Feb 1884

Sho Thun Thero
Supervisor of Division
in charge of Pulphant Range

Constructing a Blagym Bridge of 3 arches over the stream below on Grand Road No. 5

Block	Length	Breadth	Height	Volume	Cost	Excess
1	42	22	5	525	525	
2	48	22	5	600	600	
3	48	22	5	600	600	
4	33	12	4 1/2	235 1/2	235 1/2	
5	54	5 1/2	1	297	297	
6	42	2	6	504	504	
7	46	2	6	552	552	
8	48	2	7	672	672	
9	24	21	1 1/2	126	126	
10	4	1	1	4	4	
11	72	1 1/2	2 1/2	225	225	
12	24	21	3 1/4	378	378	
				4240 1/2	4240 1/2	
				378	378	
				378	378	

Pulphant Range Office
Pulphant 3rd Nov 1883

According to the plan of the bridge the bridge is to be built in the form of a T. The bridge is to be built in the form of a T. The bridge is to be built in the form of a T.

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139

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over Kila Tadi
10⁴ mile from road
25-

allowance etc. he
allowance for reason
Several funds -
or, the expenditure
must be repaid to
Ferry funds in 64/65

Exd.
4-11-63

Estimate for Construction
a platform bridge of 3
units across the stream
about 100 y. wide
on bank road No 5

10/7/2002/167
Accounting & Program

in a letter to date of 1-31-
April 1963 from the
Kila Tadi Ferry Station to the
Ferry Station at Kila Tadi

Page 10

Estimated of the probable expenses for building a platform Bridge of 4 Vents 6 X 9 each over the
Cumberland River and widening and raising the road on each side on Smith Road No. 5

Particulars of work			Material	Price	Amount	Total	Remarks
40	40	6 3/4	1/4	63 3/4			
60	60	6 3/4	1/4	60			
60	60	2 3/4	1/4	177 1/4			
60	60	8 3/4	3/4	383 3/4			
60	60	7 1/4	1/4	599 1/4			
5	5	1 3/4	3/4	26 1/4			
5	5	1 3/4	3/4	26 1/4			
11	11	6 3/4	1/4	17 3/4			
5	5	7 3/4	3/4	26 1/4			
5	5	6 3/4	1/4	8 1/4			
24	24	2 3/4	1/4	81			
24	24	8 3/4	3/4	146 3/4			
24	24	1 3/4	1/4	42 1/4			
24	24	12 3/4	3/4	1129			
24	24	1 3/4	1/4	42 1/4			
24	24	1 3/4	1/4	42 1/4			
88	88	2 3/4	1/4	241 1/4			
88	88	8 3/4	3/4	536 3/4			
88	88	1 3/4	1/4	726			
24	24	2 3/4	1/4	153			
24	24	7 3/4	3/4	44 3/4			
70	70	8 3/4	3/4	42			
525	525	1 3/4	1/4	595			
937 1/2	937 1/2	20	20	18750			
750	750	20	20	15000			
313 3/4	313 3/4	4 3/4	4 3/4	1250			
445 1/2	445 1/2	1 1/2	1 1/2	525			
756	756	2	2	1512			
1242	1242	9	9	11178			
1200	1200	10	10	12000			
178 1/2	178 1/2	1 1/4	1 1/4	200			
235 1/2	235 1/2	2	2	471			
6583	6583	1 3/4	1 3/4	10000			
504	504	1 3/4	1 3/4	756			
504	504	1 3/4	1 3/4	756			
32	32	21	21	672			
525	525	1 3/4	1 3/4	787 1/2			
937 1/2	937 1/2	20	20	18750			
750	750	20	20	15000			
313 3/4	313 3/4	4 3/4	4 3/4	1250			
445 1/2	445 1/2	1 1/2	1 1/2	525			
756	756	2	2	1512			
1242	1242	9	9	11178			
1200	1200	10	10	12000			
178 1/2	178 1/2	1 1/4	1 1/4	200			
235 1/2	235 1/2	2	2	471			
6583	6583	1 3/4	1 3/4	10000			
504	504	1 3/4	1 3/4	756			
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525	525	1 3/4	1 3/4	787 1/2			
937 1/2	937 1/2	20	20	18750			
750	750	20	20	15000			
313 3/4	313 3/4	4 3/4	4 3/4	1250			
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Superintending Eng'g Office
 Coimbatore 27th April 1864

From
 Lieut. Colonel G. W. Walker R.E.
 Superintending Engineer,
 7th Division
 Colonel C. A. Mac R. E.
 Secretary to Government, P. O.
 Madras

Sir, I have the honor to submit for
 sanction and provision of funds from
 the Revenue of 1864-65, the following
 Bridge and Drain Estimates of the
 Malabar District, viz-

1. Rebuilding the Mattapollam
 Bridge on Chumb Road at 5 with
 plan ————— Rs. 3600
2. Constructing a 4 Vent Tunnel
 over the Chimaloor Thodu on Chumb
 Road at 5 (with plan) ————— Rs. 1900
3. ————— a 3 Vent Tunnel over
 Mala Thodu on Chumb Road at 5
 (with plan) ————— Rs. 1200
4. ————— a 3 Vent Tunnel over
 Haddoor Thodu on Chumb Road
 at 5 (same plan) ————— Rs. 1200
5. Constructing a Tunnel over
 road from P. P. Road to P. P. Road

The above estimates are
 submitted for sanction and
 provision of funds from the
 Revenue of 1864-65.

Est. Memo of the
 estimate for
 bridge over Mala Thodu
 10th mile from Coimbatore
 Allowance for
 clearance for
 revenue funds
 or the expenditure
 must be repaid to
 the funds in 1865
 Rs. 63
 400-63

Estimate for
 bridge over Mala Thodu
 10th mile from Coimbatore
 Allowance for
 clearance for
 revenue funds
 or the expenditure
 must be repaid to
 the funds in 1865
 Rs. 5-
 400-63

Consolidating to Rs. 190000

named in my letter printed with Gov.
 ernment Order N^o 2419 of 25th August
 1863 - Nos 2, 3, and 4 of the above
 List are Estimates for providing
 increased waterway, and otherwise
 improving some minor structures
 damaged on trunk road N^o 5 - The
 Collector's conditional offer of Local
 Funds (docked on them) could not
 be accepted in any case; certainly
 not when those funds were hardly
 adequate to meet more legitimate
 calls, and I preferred resort to tem-
 porary expedients from the Main-
 tenance Allowance, rather than to the
 Imperial Revenue of 1863/64, then un-
 derstood to be at a low ebb -

No. 1 is called for by a more serious interruption to traffic as to magnitude, and also as to position being close to a Railway Station; the increased widthway allowed is shown by the trace of the old track under the Timber Platform now proposed as a cheaper but perfectly efficient substitute - Think Road No. 5 though entirely superseded by the Railway for goods traffic for long distances, is still most useful locally and as a feeder to Stations, and must be maintained in an efficient state.

The 3^d Estimate provides for 26 Masonry Tunnels on the Southern portion of the road from Palghat towards Mallissporam and Calicut direct, for which the original Estimate of that line provided very

imperfectly, and would
regulate the drainage of the Country
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and portion of one of the main com-
munications of the District.

Wm. McKee Lieut Colonel &
Superintending Engineer
7th Division

No. 25th Decr 1836 575 519

1837
Jan 6th of 1837
The City of New York
1837

The Secretary of the

1837

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The Estimates submitted

with this letter amounting in the aggregate to

\$12000 for Bridges and tunnels on

South Road No 3 and on the road from Capital

to Hudson in the Malabar District, are

sanctioned from the Revenue fund

1837

1837

To the Secretary of the

1837

1837