

(1) Number of pages 2

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

P. W. DEPARTMENT.

G.O. No. 1202	Press Mis.
338 37	
Dated 21-4-1868.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21st April 1868.*

No. 338. Read the following letter from the Superintending Engineer, 6th Division, to the Secretary to Government, Department Public Works, dated Cullimodri, 28th March 1868, No. 1,804 :—

1 Sketch of road.
1 Plan of masonry works.
1 Abstract Estimate of Rupees 7,850.
1 Appendix.

1. I have the honor to forward the supplemental estimate adverted to in my letter No. 1,012, of the 11th October 1867, for the formation of the Dindigul and Trichinopoly road, from the 35th to

the 40th mile, for which Rs. 6,800 is provided in the Budget of 1868-69, No. 312. The estimate is Rupees 1,050 above the Budget allotment, but I trust that it will be possible to provide for this sum from other sources hereafter.

2. The road has never been properly formed between the 35th and 40th mile stones, portions of the original unfinished line are shown on the sketch; it will be observed that the original line west of A, hugged a large jungle stream and then crossed it, at a most inconvenient spot, where a number of large drainage channels joined it. A worse line could hardly have been selected, and owing to the nature of the ground, it would be possible to maintain the portion of the road along the jungle stream only by forming a strong revetment to prevent encroachment and erosion; the revetment would be very costly both in original formation and also in its repair.

3. In January last, I carefully examined both lines, and have selected that marked "proposed diversion," the cost of which will be far less than the formation of the road along the originally selected line, and it will run on a higher level, and be more easily maintained. The ground over which the line will run is for the most part rugged rather than undulating, being bounded by hills on both sides, some of the spurs of which run down close to the road as indicated in the sketch. There are consequently a large number of small drainage streams to cross, which for the most part cannot be diverted into one another, but have to be provided for separately, and in addition to the five road dams and the twenty feet bridge provided for in the Appendix, twenty-nine small road dams are provided for the minor streams, and by them the free passage of all water which will be likely to cross the line of road is provided for.

4. The Rupees 1,973 provided in the Budget of 1867-68, is being laid out in the formation of the $2\frac{1}{4}$ miles of road between Culptty and the Madura frontier, which will, I hope, be completed within the year 1867-68.

No. 339. ORDER THEREON, 21st April 1868, No. 1,202.

CIVIL WORKS, No. 45.

1. With this letter the Superintending Engineer of the 6th Division submits a supplemental estimate of Rupees 7,850 for completing the improvements of the last twenty-six miles of the Trichinopoly and Dindigul road in the Trichinopoly District.

2. The cost of the work was originally estimated at Rupees 7,370. *Vide G. O., No. 1,397, dated 27th July 1861.* This was subsequently increased to Rupees 13,800, and the total outlay up to the

will be covered *met*

*Proceedings of the Madras Government, Public Works Department,
21st April 1868.*

31st March 1867 amounted to Rupees 11,827. The Superintending Engineer now reports that the portion of road between the 35th and 40th miles has never been properly formed owing to the line selected for it having for some distance been carried along the banks of a large jungle stream, and that it would cost much less to adopt a new trace for about three miles of the road than to complete the entire five miles as at first intended.

3. Under these circumstances the Government sanction the proposed additional expenditure, and grant authority for the amount of the estimate which received their approval in their Orders of the 14th August 1862, No. 1,935, being increased from Rupees 13,800 to Rupees 21,650.

Item No. 312.

4. It is observed that Rupees 6,800 are provided for the work in the Budget of 1868-69.

5. The attention of the Superintending Engineer will be drawn to paragraph 26, Chapter V of the Departmental Code, under which a comparative statement should have been furnished with the revised estimate.

(True Extract.)

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

To the Superintending Engineer, 6th Division.
,, Controller of Public Works Accounts.
,, Accountant General.

Exd. S. T. Augustin.

No 1804

Superintending Office 6th Div.
Cullinore 28th March 1868

Sir,
Captain R. F. Baker R.E.
Super Engineer 6th Div.

To, Col. C. Orr R.E.
Secretary to Government
G. P. O.

Sir, I have the honor to forward the Supplemental Estimate referred to in my letter No 1012 of the 11th October 1867 for the formation of the Disinfecting & Trichinopoly Road from the 35th to the 40th miles for which Rs 6,800 is provided in the Budget of 1868/69. No 312 - The Estimate is Rs 1050 above the Budget allotment but I trust that it will be possible to provide for this sum from other sources hereafter.

2 - The Road has never been properly formed between the 35th & 40th miles. The portion of the original unfinished road line are shown on the sketch, it will be observed that the original line

west of A. hugging a large jungle stream
& then crossed it, at a most inconvenient
spot, where a number of large drainage
channels joined it - a worse line
could hardly have been selected and
owing to the nature of the ground it would
be possible to maintain the position
of the Road along the jungle stream
only by forming a strong retaining wall to
prevent encroachment & erosion, the
retaining wall would be very costly both in
original formation & also in its repair.

3 — In January last I carefully exam-
ined both lines and have selected
that marked "proposed diversion" the
cost of which will be far less than the
formation of the Road along the originally
selected line, & it will run on a higher
level & be more easily maintained.
The ground over which the line will
run is for the most part rugged rather
than undulating being bounded by
hills on both sides, some of the spurs
of which run down close to the Road
as indicated in the sketch. There
are consequently a large number of
small drainage streams to cross which
for

5
for the most part cannot be diverted
into one another but have to be pro-
vided for separately & in addition to
the 5 Road Cams & the 20 feet Bridge
provided for in the Appendix 29 small
Road Cams are provided for the minor
streams & by them the free passage
of all water which will be likely to
cross the line of Road is provided for.
4 — The Rd 1973 provided in the Bud-
get of 1867-68 is being laid out in the
formation of the 2 1/4 miles of Road be-
tween Culputty & the head in a position
which will I hope be completed within
the year 1867-68.

I have the honor to be
Sir,

Yours most Obedt Servt
J. F. Gates Capt. R.E.
Superintendent of the

Carried forward — 265 .. 265 ..
 74 12 3 2664 Apron between retaining walls.

6846 Cft.
 25345 Cys. Rough stone in Churn at 2 .. 507 19
 27 Filling with broken stone above
 120 15 1/2 2700 dam for road way.
 100 Cys. Broken Stone at .6. 378 ..
 120 18 1/2 1080 Gravel over do.
 40 Cys. Graveling at .5. 128 ..
 One row of large rough
 120 3 5/8 1980 stone on up stream side of
 30 3 1/4 360 Road at end of dam below the
 broken stone

23410 Cft.
 86 2/3 Cys. Loose large rough stone at 1 .. 86 108
 Excavating foundation and filling .. 15 ..
 Sundries .. 11 37
 Total .. 670 ..

No. III
 Constructing a Road Dam
 of 90 feet

45 3 5/8 7578 Retaining wall of dam in Centre
 2 22 1/2 3 5/8 7258 Do. on sides
 45 3 6 810 Retaining wall of apron.
 2 9 3 45 2492 Do. Sides of do.
 39 9 3 1053 Apron between retaining walls

35972 Cft.
 13373 Cys. Rough Stone in Churn at 2 .. 266 108
 One row of large stone on
 90 3 4 1080 up stream side of road.
 2 15 3 2 1/2 225 Do. across road at each end of dam
 1305 Cft.
 48 1/3 Cys. Loose large rough stone at 1 .. 48 54

Carried over — 315 .. 935 ..

Brought forward — 315 .. 935 ..
 90 15 1/2 2025 Filling with broken stone for
 road way.
 75 Cys. of Broken Stone at .6. 282 ..
 90 18 1/2 810 Gravel above
 30 Cys. of Graveling at .5. 96 ..
 Excavating foundation and filling in .. 12 ..
 Sundries .. 108 ..
 Total .. 375 ..

No. IV
 Constructing Road Dam of
 54 feet

36 3 5/8 594 Retaining wall of dam in Centre
 2 9 3 4 1/2 243 Do. on side
 36 3 6 648 Retaining wall of apron
 2 6 3 4 3/4 171 Sides of do.
 30 6 2 1/4 397 1/2 Apron between retaining walls

2061 Cft.
 76 1/3 Cys. Rough stone in Churn at 2 .. 152 108
 76 1/3 Filling with rough stone above
 54 18 1/2 1458 dam for road way.
 54 Cys. Broken Stone at .6. 204 ..
 54 18 1/2 486 Cys. Gravel above
 18 Cys. Graveling at .5. 54 ..
 Excavating foundation and
 filling in .. 7 ..
 Sundries .. 974

195 ..
 Do. for another as per above detail — 195 ..
 Total for two — 390 ..

Carried over — 1700 ..

Brought forward ————— 1700 ..

No V

Constructing a Bridge of.
1. Vent 20 feet Span.

2 24 1/2 6 1/2 4 1/2 143 3/4 Foundation to abutments
4 12 5 1/4 4 1/2 113 1/4 Wings
18 1/2 3 4 1/2 249 3/4 Retaining wall down stream
4 12 3 9 1/4 1332 Wings above.

1149 Cft. or

153 1/2 Cft. Rough Stone in Chumam 2 .. 307 41

2 20 1/2 5 3 61 5/8 Abutments above with cut waters.
26 1/4 18 13 826 7/8 Arch.

2 13 1/4 3 2 162 Backing to arch.

2 31 3 1/4 1 1/4 174 3/8 Face walls including over abutments.

2 56 1 1/2 2 336 Parapets.

2114 1/4 Cft. Brick in Chumam at .. 2329 5 ..

2 18 .. 3 108 Plastering abutments

4 6 .. 9 1/4 222 Sides and cut waters.

24 18 432 Intrados of arch

2 20 .. 3 3/4 150 Face walls.

2 56 .. 5 1/2 616 Parapets.

4 1 1/2 2 12 Ends of do.

1540 Sqr. ft. Plastering — at .. 2 .. 3012 9

4 14 1/2 9 1/4 536 1/2 Painting wings above.

18 1/2 3 55 1/2 Retaining wall surfaces

592 Sqr. ft. Painting for slope at 1 .. 6 ..

Carried over

641 5 10 1700 ..

Brought forward 641 5 10 1700 ..

Abutments.

Wings.

Retaining wall.

2 9 2 1/2 3 1/2 157 1/2
4 4 2 1/4 3 1/2 126
6 1 1/4 1 1/2 11 1/4

29 1/3 Cft. Earth work found at .. 16 27 10 1

36 10 2 2/3 960 Cft. Dorsing Chumam at .. 13 75 ..

18 5 1/6 15 Cft. Graveling — at .. 5 .. 14 11 ..

Baling .. 25 ..
Sundries and forming approaches .. 26 51

Total Pipes .. 800 ..

Total Estimate for Masonry .. 2500 ..

Supg Engr. Office of D. B. D. B.
Bangalore 19th March 1882

W. F. A. K. Captain R. E.
Supg Engineer D. B. D. B.

C. J. L. L. L. L.

Yours

Trichinopoly District

Kulitlayor Range No. 11

Abstract Estimate No. of 1868-69

Work. Forming the portion of the Road from Trichinopoly to Dindigul between 35 mile 12.8 yards and the Pulputty Travellers Bungalow along the proposed line of diversion

Quantity	Description of Charge	Rate	Amount	Amount of each part
15046:12	Cyds of Hard Morumboos at	13	1175	8 5
12178	Do Do Do at	15	1141	11
484:8	Do Rough stone at	12	363	7
88:8	Do Do with chumani at	2	177	
140:14	Do Metalling with Jelly at	6	52	13 3
4616	Do Gravel at	5	1142	8
245	Sq yds of Turfing at	6	7	10 6
6462 1/2	Do Sectioning and Shelling per 1000 sq yds at	2	129	3 1/2
	5 Mile Stone	5	25	
	Clearing jungle		100	
	Sundries and contingencies		233	15 1/2
	Probable amount for compensation for land taken up			4850
	Cost of Masonry works as per Appendix			500
	Total Estimate Papers			2500
				7850

Super Engineer C. D. Swin
Laird 19th March 1868

Super J. Parthasarathy Sengat
Supervisor in Ch. of the Range

A. F. Baker Captain R.E.
Super Engineer C. Division

C. J. Lacey
4/10/68

12/11/99/68

12/11/99/68

Public Works Department

No. 1202

Proceedings of the Madras Government
Under date the 21st April 1868

Read the following

From The Sup^r Engineer } H. E. No 1804 Dated 28th March 1868
6th Divⁿ

With this letter the
Superintending Engineer of
the 6th Division submits
a supplemental estimate
of Rupees 7850 for
completing the improve-
ments of the last 26
miles of the Trichinopoly
and Tiruchirappalli road in
the Trichinopoly District

The cost of the
work was originally
estimated at Rupees
7370 - This was sub-
sequently

N.
W.
G.

vide G.O. No. 1397,
of 27th July 1868 -

Subsequently increased to
Rupees 13,800, and the
total ^{outlay} up to the 31st
March/67 amounted to
Rupees 11,827. The
Superintending Engineer
now reports that the
portion of road between
the 35th and 40th miles
has never been
properly formed owing
to the line selected
for it having for
some distance been
carried along the
banks of a large
single stream, and
that it would cost
much less to adopt
a new trace for
about 3 miles of the
road, than to complete
the entire 5 miles

17
as at first intended -
Under these cir-
-cumstances the Gov^t
Sanction the proposed
additional expenditure,
and grant authority
for the amount of the
estimate which received
their approval in their
orders of the 14th August/62,
N^o 1935, being
increased from Rupees
13,800 to Rupees 21,650.

It is observed that
Rupees 6,800 are pro-
-vided for the work
in the Budget of
1868/69 - The attention of the
Super Engineer will be
drawn to para 26,
Chapter V of the De-
-partmental Code, under
which

Item N^o 312 -

The undersigned
 do hereby certify that
 the within and foregoing
 is a true and correct
 copy of the original
 as the same appears in
 the files of the
 Department of the
 Interior.

1870
 1871
 1872
 1873
 1874
 1875
 1876
 1877
 1878
 1879
 1880
 1881
 1882
 1883
 1884
 1885
 1886
 1887
 1888
 1889
 1890
 1891
 1892
 1893
 1894
 1895
 1896
 1897
 1898
 1899
 1900

1818/10/1 - 1818/10/1

To the
 The Sup^r & Ex^r
 6th Divⁿ
 - u. Controller of Pub^l Works
 - u. Acc^y General

Dec 22/4/68

4

2. 1st April 1868 O. 157

338-339
Pub. Works 1868 Septth

Pro. of Gov^t for April

Aⁿ 1202

Pro. of the Madras Gov^t

Of 21st April 1868

Sanctioning the
supplemental estimate of Rs. 7,850
for completing the improvements
of the last twenty-five miles of
the Trichinopoly and Omdigul
road in the Trichinopoly
District.

Aⁿ 338 v 339