

(1) Number of pages 12

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works

DEPARTMENT.

G.O. No. 904Press
MEDated 6 10 18 77Not to be folded or roughly handled

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

6th October 1877, No. 904 W.

Buildings and Roads.
Civil Works.

No. 69.

Under date the 6th October 1877, No. 904 W.

With the consent of the Court of Wards Mr. Assistant Engineer Arbuthnot, now holding engineering charge of the Ramnad Zemindari, will at once take steps to survey, level, and select a line for a tramway from the town of Shevagunga to either Devipatam, Kulicerry, or Autenkurry, whichever may be the most suitable part for landing grain. Road No. 11 in the accompanying skeleton map of the Madura District may probably be followed for a great part of the distances. In determining the best line for the tramway it will be necessary to remember that no curve with a less radius than 15 chains and no gradient steeper than 1 in 200 should be used.

(True Extract.)

(Signed) E. A. FOORD, Col., R.E.,
Secretary to Government, P.W.D.

To the Consulting Engineer for Railways.
„ Famine Department.
„ Court of Wards.
„ District Engineer, Madura.

Exd. J. W. Fischer.
Spare Copies

4. October 1877.

My dear Ford.

With reference to what
was said in Council on
Wednesday regarding young
Arbuthnot's employment
in examining the country
for a tramway between
Sherbourne & the coast,
the Duke spoke to me about
it again yesterday. &
asked me to tell you that
the instructions to be given
to him in the first instance

should be to this effect.

To start from Antenkury
or Devipatam, whichever
may be the most suitable
port for landing grain,
and to select the best line
for a tramway thence to
the town of Mewagunga.

Judging from the Skeleton
Road Map of Madras, W.
11 ~~Street~~ Road could be
followed for a great part
of the distance.

There should if possible

be no curve with less
radius than 15 chains,
& there should be no
gradient steeper than
1 in 200.

With general instructions
to this above effect, there
will probably be little
trouble in determining
a suitable line.

Yours sincerely

Mantion

N. 904 W Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 8th Octo 1877

Read the following :—

With the consent of
the Chief of Works Mr.
Assistant Engineer
Robert Macdonald holding
Engineering charge of
the Pan road Ho-
minalay will at once
take steps to survey,
level and select a line
for a Panway from
the town of Hoynagar
to either Devipattam
or Chutur Kury which
ever may be the most
suitable point for landing
grain. Road No. 11 in the
accompanying sketch
map of the Madras

N. 904 W

11

District may probably
 be followed for a great
 part of the distance
 in determining the best
 line for the Survey
 it will be necessary
 to remember that we
 are not with a low
 section than balance
 and no general stroke
 than 1 in 100 should
 be used.

1877
 4/10

Spring 1877
 Hiram H. [unclear]

1877 Oct 11/1877

The skeleton map of the
 L. H. [unclear] [unclear]

C. E. [unclear] 31
 T. [unclear] Sep 121.
 [unclear] [unclear]
 [unclear] [unclear] 17
 [unclear] [unclear]

1877 10-7/1877

6000

Sept 1891 per Coll. Ward
no other Sept 1891

Miss Longfellow

G. v. b. Acti 1877. N. 904 W

Dec. 19

Tramway from the town of
Chevazunga to either ^{near} ~~the~~
palace, Kulicany or ~~near~~
Kunay for landing grain
Mr. Desbays Architect
was holding Engineering
charge of the Kamrad
Zimundary to take steps
at once to ^{survey} ~~erect~~ level
and select a line for a

Ind. Div. Reg.
70.10.77.