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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

PWD

DEPARTMENT

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

28th March 1878, No. 1,586 W.

Buildings and Roads.

Civil Works.

Read the following paper:—

No. 417. From W. S. HARRINGTON, Esq., District Engineer, Madura, to the Chief Engineer, Public Works Department, dated Madura, 18th March 1878, No. 414.

In his letter, dated 10th ultimo, No. 12, Mr. Jenkinson, the Assistant Engineer, Madura and Ramnad Tramway Project, requested me to cause inquiries to be made as to the prices at which sleepers and timber can be supplied to enable him to submit a preliminary estimate for the proposed tramway. I accordingly addressed the General Superintendent, Public Works Workshops and Stores, on the subject. That Officer in his No. 3,816, dated 1st instant, suggested "that the Conservator of Forests at Salem may be communicated with in view to ascertaining how far he is prepared to supply Mr. Jenkinson's requirements, and requested that, in the event of the Forest Officer not being able to supply the sleepers, he may be favored with a draft copy of tender to be inserted in the "Fort St. George Gazette," embodying all that is required at present to enable Mr. Jenkinson to prepare his estimate."

2. I therefore addressed the Deputy Conservators of Forest at Salem, Madura, and Tinnevely on the 6th instant, asking if they would be able to supply Mr. Jenkinson with what he requires. At the same time I asked the latter officer to send in a draft copy of tender for transmission to Mr. Grainger, in the event of the Forest Officers not being able to supply the sleepers. Mr. Jenkinson in his reply, dated 9th instant, No. 47, remarks "that the forests at Salem are rather far from here, and the carriage of sleepers thence by rail to Madura and by road from Madura to Ramnad will be a heavy charge;" that "in talking about the sleepers he rather understood His Grace the Governor that the Government would get them from the forests in Ceylon and have them delivered at the Port of Kilakarri," and that, "as the supply of sleepers may be from outside India and a reference to the Storekeepers of State Railways at Calcutta might be advisable to ascertain his prices for creosoted Norway pine sleepers. I beg to suggest that the matter be referred to the Chief Engineer."

3. I have the honor therefore to request that, if you think proper, you will be good enough to address the State Railway functionaries at Calcutta and the Superintendent of the Forests at Ceylon on the subject. I enclose for your information an extract of that portion of Mr. Jenkinson's letter No. 12, dated 10th ultimo, wherein he gives a description of the sleepers and timber required by him.

From C. H. G. JENKINSON, Esq., Assistant Engineer, Madura and Ramnad Tramway, to the District Engineer, Madura, dated Ramnad, 10th February 1878, No. 12.

2. For sleepers I propose that there shall be 2,515 per mile, i.e., at 2' 2" apart and 1' 6" apart at the rail joints, the length to be 6' and the scantling 6" x 4". On the Rajpootana State Railway there are 2,011 sleepers per mile or at 2' 6" spaces. The length is 6' and scantlings 8" and 4". I presume that the depth allowed for sleepers on that line, viz., 4' will be sufficient, considering that the wood is creosoted pine or deodan. On that line the rail weighs 40 lbs. and the load per engine wheel is 3 tons. By placing more sleepers per mile for the tramway I shall get a better support for a 30 lb. rail, and the bearing surface of the rail on the sleeper in

proportion to the maximum loads 3 and 2.5 tons will be slightly in excess of that given on the Rajpootana line. The cubic contents of sleepers per mile is a little under that of the Rajpootana line.

3. A tender for 20 miles of sleepers delivered at Kilakarri or 77,900 ($2,515 \times 30 + 2,515$ for sidings, &c.) might be inquired for. Each sleeper to be squared to not less than the scantlings specified, viz., $6' \times 4'$, and to be not less than 6' long. The section of the sleeper must show all heartwood, and the timber must be sound and without cracks. Half round pieces might be admitted, but the seat of the rail when cut must show 6" wide of heartwood, and the thickness under the rail must be at least 4". The wood may be teak, bastard-teak or any of the harder country wood.

4. At the same time I should be obliged if you could obtain prices for teak baulks.

	For S. ans.
$9' \times 6' \times 8'$	6'
$9' \times 9' \times 12'$	10'
$9' \times 10' \times 15'$	12'
$12' \times 12' \times 21'$	18'

Round piles 12" diameter }
Squared " 10" square } of best description of wood for the purpose.

5. This information may be very useful, as it is evident the line cannot be made without some culverts over the irrigation channels, and of course the balance must be struck between timber and masonry.

6. When it is possible to use the road culverts I have been thinking of using a longitudinal sleeper $9' \times 6'$ so as to save room on the culvert; I shall therefore require prices for that scantling.

No. 418.

ORDER THEREON, 28th March 1878, No. 1,586 W.

ORDERED that the Assistant Engineer's letter be communicated to the Collectors of Madura and South Canara, by whom inquiries will be made whether any of the chief merchants would be willing to tender for the supply of such sleepers of teak, or of other hard junglewood, as are described in the 3rd paragraph of Mr. Jenkinson's letter. The ruling prices for teak baulks of the scantlings mentioned in the 4th and 5th paragraphs should also be ascertained.

2. Ordered also that the Ceylon Government be addressed with a view to the Ceylon Forest Department reporting the approximate cost of landing at the port of Kilakarri thirty miles of sleepers of the required scantling, and stating the prices of teak baulks of the dimensions given by Mr. Jenkinson.

(True Extract.)

Colonel. R.E.

Secretary to Government, P.W.D.

To the District Engineer, Madura.

" Consulting Engineer for Railways.

" Revenue Department, for communication to the Collectors concerned.

Exd. E. C. Shunker.
Spars Copies



BUILDINGS AND ROADS.
CIVIL WORKS.

Gobl. of (1878) Madras.
PUBLIC WORKS.

To

THE DISTRICT ENGINEER
MADURA.
&c. &c. &c.

Dated March 28th.

Issued

Recd.

Encl.

G. O., 28th March 1878, No. 1,586 W.

MARCH

Nos. 417-418.

Major and Revenue Officer.
The Collectors of Malabar and South Canara
requested to make inquiries with the Chief
merchants whether they would be willing to
tender for the supply of teakwood sleepers
for the — and the Ceylon Government
addressed on the subject.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 1,587 W.

No. 419.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department,

To

THE COLONIAL SECRETARY COLOMBO.

SIR,—I am directed, in forwarding a copy of the marginal Proceedings* of this Government, to request that, with the permission of His Excellency the Governor, the Forest Department of Ceylon may be desired to report, for the information of the Madras Government, the approximate cost for which they would undertake to land at the Port of Kylakarri thirty miles of teak or other hard junglewood sleepers of the scantlings mentioned in the letter from the Madura Assistant Engineer, which is recorded in the Proceedings in question.

2. I am also to request to be informed what are the ruling prices in Ceylon for teak baulks of the dimensions given in the ~~existing~~ paragraph of the same letter.

I have the honor to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government, P.W.D.

FORT ST. GEORGE,
28th March 1878.

Per E. C. Shanks.
Spare Copies

★
BUILDINGS AND ROADS
CIVIL WORKS.

GOVT. of (1878) Madras.
PUBLIC WORKS.

THE COLONIAL SECRETARY
(1878-1879)

1-11-1878

RECEIVED BY AIR MAIL 1878

MAILED

11-11-78

THE COLONIAL SECRETARY
1-11-1878

No 12

Ramnath
10th February 1878

From;

The Assistant Engineer,

Madras & Ramnath Tramway

To.

The District Engineer.

Madras.

Sir

For sleepers I propose that there shall be 2515 per mile, i. e. at 2'2" apart and 6'0" apart at the rail joints the length to be 6'0" and the scantling 6'x4". On the Rajputana State Railway there are 2011 sleepers per mile or at 2'6" spaces. The length is 6'0" and scantlings 8'x4". I presume that the depth allowed for sleepers on that line viz 4" will be sufficient, considering that the wood is creosoted pine or deodan. On that line the rail weighs 40 lb and the load per engine wheel is 3 tons. By placing more sleepers per mile for the tramway I shall get a better support for a 30 lb rail, and the bearing surface of the rail on the sleeper in proportion to the maximum loads 3 + 2.5 tons will be slightly in excess of that given on the Rajputana line. The cubic content of sleepers per mile is a little under that of the

Rajputana line.

3 A tender for 30 miles of Sleepers delivered at Kilakarri or 77,960 ($2515 \times 30 + 2515$ for sidings &c) might be enquired for. Each sleeper to be squared to not less than the scantlings specified viz 6×4 and to be not less than 5.0" long. The section of the sleeper must show all heartwood, and the timber must be sound and without cracks. Half round pieces might be admitted but the seat of the rail when cut must show 6" wide of heartwood and the thickness under the rail must be at least 4". The wood may be teak, bastard teak or any of the harder country wood.

4 At the same time I should be obliged if you could obtain prices for teak baulks.

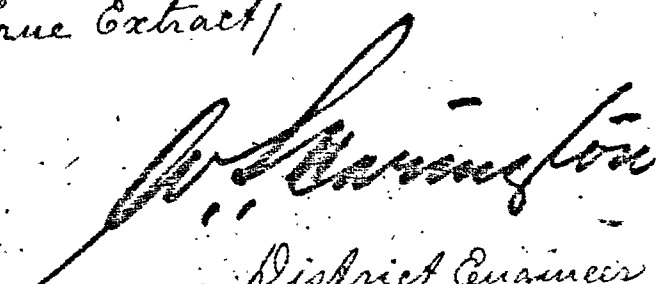
$9 \times 6 \times 8$	For spans
$9 \times 9 \times 12$	10'
$9 \times 10 \times 15$	12'
$12 \times 12 \times 21$	18'

Round piles 12" diam^s } of best description
Squared 10" Square } of wood for the purpose

5. This information may be very useful, as it is evident the line cannot be made without some culverts over the Irrigation channels, and of course the balance must be struck between timber and masonry.

When it is possible to use the road culverts I have been thinking of using a longitudinal sleeper 9×6 so as to save room on the culvert. I shall therefore require prices for that scantling.

I have &c
(Signed) C. H. G. Jenkinson
Assistant Engineer.
(True Extract)


District Engineer
Madurai

Enclosure one in a letter from
the District Engineer Madras
to the Chief Engineer
P.W.D. Madras No. 414
dated 18. March 1878.

Copy of Mr. Jenkinson's
letter.

Enclosure 1.

District Engineer's Office,
Madras 18. March 1878.

No. 414.

From,

The District Engineer,
Madras.

To,

The Chief Engineer,
P.W. Dept., Madras.

Sir,

In his letter dated 10. ultimo No. 12. Mr.
Jenkinson the Assistant Engineer Madras
and Proposed Tramway Project requested
me to cause inquiries to be made as to the
prices at which sleepers and timber can be
supplied, to enable him to submit a prelimi-
-nary estimate for the proposed Tramway.
I accordingly addressed the General-Superin-
-tendant Public Works Workshops & Stores on
the subject. That officer in his No. 3816 dated
12. instant suggested "that the Conservator
of Forests at Salem may be communicated
with in view to ascertaining how far he is
prepared to supply Mr. Jenkinson's require-
-ments. ^{requested} That in the event of the Forest
officer not being able to supply the sleepers

"he may be favored with a draft copy of Tenders
to be inserted in the Fort St. George Gazette.
" embodying all that is required at present
to enable Mr. Jenkinson to prepare his estimate."

2. I therefore addressed the Deputy
Conservators of Forests at Salem, Madurai and
Tinnevely on the 6th Instant asking if they
would be able to supply Mr. Jenkinson with
what he requires. At the same time I asked
the latter officer to send in a draft copy of Tenders
for transmission to Mr. Grainger in the report
of the Forest officers not being able to supply
the sleepers. Mr. Jenkinson in his reply dated
9th Instant No. 47 remarks "that the Forests
at Salem are rather far from here and the
"carriage of sleepers thence by rail to Madurai
"and by road from Madurai to Ramanad, will
"be a heavy charge"; that "in talking about
"the sleepers he rather understood His Grace
"the Governor that the Government would
"get them from the Forests in Ceylon and
"have them delivered at the port of Kankarai;
"and that "as the supply of sleepers may
"be from outside India and a reference to the
"Storekeepers of State Railway at Calcutta

might be advisable to ascertain his prices
for creosoted Norway pine sleepers. I beg to
suggest that the matter be referred to the
"Chief Engineer."

3. I have the honor therefore to re-
quest that if you think proper you will
be good enough to address the State Railway
functionaries at Calcutta and the Superin-
tendent of the Forests at Ceylon on the sub-
ject - I enclose for your information an
extract of that portion of Mr. Jenkinson's
letter No. 12 dated 10th ultimo wherein he
gives a description of the sleepers and
timber required by him.

I have the honor to be,
Sir,

Your most obedient servant

J. H. Harrington
District Engineer,
Madurai

From,
The District Engineer,
Madura
To
The Chief Engineer,
P.W. Dept.
Madras.

Letter from the District Engineer, Madura
No. 414 of 18th March 1878.

FOR ORDERS.

EA Mrd Col. R.E.
Secy: to Govt. P.W.D.

No. 414.

Dated 18th March 1878.
Recd.

Encls: 1.

Sheepers &牛her required
for the Ramnad Transcony-
requests to address certain
functionaries regarding the

Engineer in residence
I have been
engaged in the field
in the road work
Sheepers in Mysore
& from the
last March
at Ramnad
B. 24/3
22 March 78.

Have we yet any
definite report
from the 2nd of March

FOR ORDERS.

No 15865 Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 28 March 1878

Read the following:

From the Dist. Ingr. Madras (M. S. 114) dated 18 March 1878.

Ordered that the Assistant Engineer's letter be communicated to the Collectors of Malabar and South Canara, by whom enquiries will be made whether any of the chief merchants would be willing to tender for the supply of such sleepers of teak, or other hard jungle wood, as are described in the 3^d paragraph of Mr. Hutchinson's letter. The ruling price for teak baulks of the scantlings mentioned in the 4th and 5th para = 2 rupees

A.T.

-graphs should also be ascertained.

2. Ordered also that the Ceylon Government be addressed with a view to the ^{Ceylon} forest department reporting the approximate cost of landing at the port of Kilakarai 30 miles of sleepers of the required scantling, and stating the prices of teak baulks of the dimensions given by Mr. Jenkinson.

H. S. No 1587 dated 28 March 1878

To No 1587 of 20 March
The Secretary to the
Ceylon Government.

Sir,

I am directed, in for-

M. Madura
C. E. G. S.
Near Dept. of
Genl. to the
Concerned
S. J. S.

-warding a copy of the marginal Proceedings of this Government, to request that, with the permission of His Excellency the Governor, the Forest Department of Ceylon may be desired to report for the information of the Madras Government the approximate cost for which they would undertake to land at the port of Kilakarai thirty miles of teak or other hard jungle wood sleepers of the scantlings mentioned in the letter from the Madras Assistant Engineer, which is recorded in the Proceedings in question.

2. I am also to request to
be informed what are the
ruling prices in England
for teak baulks of the
dimensions given in the
~~following~~^{last} paragraph of
the same letter.

187 16/3

24
2

C/3539



Govt. of (1878) Madras.

PUBLIC WORKS

To Mr. Madras

Col. Secy. Colmbo.

Encl.

G. O. 28 Mar 1878 No. 586/1878

103

Madras & Kannad Tram-

way Project The Collector
of Malabar & S. Canara
reported to make enquiries
with the Chief Merchants
whether they would be willing
to tender for the supply
of teakwood sleepers for
the — and the Correspondence
addressed up to the subject.

Desires to be furnished with
certain particulars regarding
the supply of wood for the Madras
& Kannad Tramway Project.