

15

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**TAMIL NADU ARCHIVES**  
**GOVERNMENT OF TAMIL NADU**  
**R.W. DEPARTMENT**

|          |            |        |
|----------|------------|--------|
| G.O. No. | 2010 (W)   | Press. |
| B.P. No. |            | Mis.   |
| Dated    | 11-12-1879 | 197.   |

Not to be folded or roughly handled

*Benny*

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

11th December 1879, No. 3,173 W.

Buildings

Read the following paper

No. 41. Endorsement of Under Secretary to Government, Financial  
1879, No. 2,279.

Endorsement of the Superintending Engineer, North Circle, dated Coimbatore, 15th  
July 1879.

From Captain H. BAI, Engineer, to the Superintending Engineer, North Circle, dated June 1879, No. 149.

No. 41. of the 14th instant, on G.O.,  
Engineers. I am to inform me whether the Railway  
railway. I am to inform me whether the Railway  
obj. I am to inform me whether the Railway  
subject to such rules as may be laid down for the people working on the railway itself.

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much cheaper to use the railway bridge,  
er, the bridge  
to road, hence the greater cost.



4. The ferry is rented this year for Rs. 350, of this the renter informs me that very much the greater proportion is obtained from foot-passengers, there is a small amount obtained for cattle; but that for carts is merely nominal, as although a jungdar (raft) is kept ready at all times the road is scarcely ever used by a bandy, and my own knowledge of the place convinces me that the information is correct.

5. Under the present Local Fund Act foot-passengers are entitled to pass bridges free; the construction of a bridge would, therefore, be equivalent to giving up nearly the whole of the rent at present received, as I do not believe that a bridge being constructed would lead to any great increase of bandy traffic, it being almost as small when the road bridge was passable as it is now.

SUBMITTED to the Chief Engineer, Public Works Department, with reference to  
One estimate. G.O., No. 348 R., dated 1st April 1879,

and with the request to be informed if, under the circumstances explained by the Executive Engineer, Calicut, it will be necessary to submit the detailed estimate for the road diversion to the Tirur railway bridge.

(Signed) P. MONTGOMERIE,  
Superintending Engineer, 4th Circle.

No. 991.

No. 41-A.

#### MEMORANDUM.

In returning the papers which accompanied memorandum No. 2,616, dated the 29th ultimo, the undersigned has the honor to observe that Captain Bailey's report appears to dispose of the proposal to utilise the Tirur railway bridge for road traffic.

If the communication desired by the Collector of Malabar can be provided at less than half the outlay which would be required to utilise the railway bridge, the latter alternative is clearly out of the question.

MADRAS, (Signed) J. H. M. SHAW-STEWART, Col., R.E.,  
18th August 1879. Consulting Engineer for Railways.  
To the Chief Engineer, Buildings and Roads Branch.

No. 2,820.

#### MEMORANDUM.

TRANSFERRED to the Financial Department, with a view to the matter being referred to the Board of Revenue for their opinion.

By order)

(Signed) J. PENNYCUICK, Major, R.E.,  
Ag. Under Secy. to Govt., P.W.D.

To the Financial Department, with enclosures.

No. 1,674.

REFERRED accordingly to the Board of Revenue.

OOTACAMUND,  
27th August 1879.

(Signed) H. B. GRIGG,  
Ag. Under Secretary.

To the Board of Revenue.

PUBLIC WORKS DEPARTMENT, 11th DECEMBER 1879, No. 3,173 W. 3

No. 41-B. Proceedings of the Board of Revenue, dated 20th November 1879, Miscellaneous No. 10,898.

Read the following letter from G. McWATTERS, Esq., President of the Local Fund Boards, Malabar, to the Acting Secretary to the Board of Revenue, dated 11th November 1879, No. 508.

In reference to the Revenue Board's Proceedings, Miscellaneous No. 9,424, dated 9th October 1879, relating to the proposal of utilising the Tirur railway bridge for road traffic, I have the honor to submit Resolution No. 8 of the Local Fund Board, Calicut Circle, at a meeting held this day, conveying the opinion of the Circle Board on the subject.

Extract from the Minutes of Proceedings of the Local Fund Board, Calicut Circle, at a meeting held on the 11th November 1879.

PRESENT:

G. McWATTERS, Esq., President.  
Lieutenant-Colonel R. B. KENNEDY, Executive Engineer, Wynad Division.  
Captain H. BAILEY, Executive Engineer, Calicut Division.  
Dr. W. H. ROBERTS, M.D., Civil Surgeon, Calicut.  
E. J. SEWELL, Esq., Acting Head Assistant Collector, Palghat.  
M.R. BY G. SUBRAMANIAM SHASTRY.  
T. KOTOTTI HADOL.

8. Read Revenue Board's Proceedings, No. 9,424, dated 9th October 1879, regarding the proposal of utilising the Tirur railway bridge for road traffic, and other correspondence on the subject.

The Local Fund Board agree with the opinion expressed by the Executive Engineer, that it would be cheaper to build a bridge than utilise the Tirur railway bridge as proposed.

(True Extract.)

(Signed) V. A. BRODIE,  
for President.

SUBMITTED for the information of Government, with reference to endorsement from the Under Secretary to Government, Financial Department, dated 27th August 1879, No. 1,674.

2. The Board concur in the opinion expressed by the Local Fund Board.

(True Copy and Extract.)

(Signed) J. STURROCK,  
Acting Sub-Secretary.

To the Chief Secretary to Government, Financial Department,  
with extract from Proceedings of Local Fund Board to be returned,  
and original endorsement with its three enclosures returned.

TRANSFERRED to the Department of Public Works.

(Signed) H. B. GRIGG,  
Acting Under Secretary.

No. 42. ORDER THEREON, 11th December 1879, No. 3,173 W.

It is evident that it will be cheaper and more desirable to rebuild the old river bridge than to adapt the railway bridge for ordinary traffic.

2. There is therefore no occasion for the Superintending Engineer to prepare detailed estimates for the road diversion.



3. The estimates for the restoration of the iron-bridge will be forwarded to the Revenue Board, through the Financial Department, with the remark that it would be found true economy to use teak rather than jungle-wood, although the former will cost Rs. 5,317 and the latter only Rs. 2,280.

4. It will be considered by the Local Fund Board, in communication with the Revenue Board, whether it will be possible to rebuild the bridge next year.

(True Extract.)

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

To the Superintending Engineer, Fourth Circle.  
" Financial Department with Estimate.  
" Consulting Engineer for Railways.

Exd. S. T. Austin.  
Spare Copies

3173  
3



BUILDINGS AND ROADS.  
CIVIL WORKS.

Gobt. of 1879 Madras.  
PUBLIC WORKS.

To  
The SUPERINTENDING ENGINEER,  
FOURTH CIRCLE,  
&c. &c. &c.

Dated December 11th

Issued

Recd.

Encl.

G. O., 11th December 1879, No. 3,173 W

DECEMBER.

Nos. 41-42.

Tirur Railway Bridge. — Considers it more cheaper and desirable to rebuild the old river bridge than to adapt for ordinary traffic the —.

N<sup>o</sup> 149

Calicut Division Office  
Camp Mellepuram 27<sup>th</sup> June 79

From.

3173  
18

The Executive Engineer

Calicut Division

To.

The Superintending Engineer

Fourth circle.

Calicut

Sir,

With reference to your endorsement N<sup>o</sup> 260 of the 11<sup>th</sup> Inst<sup>d</sup> on G. O. N<sup>o</sup> 1913 I have the honor to request you will inform me whether the Railway Engineers are to construct the watch houses and Earthwork required within the Railway fence I presume they will do so, as it appears to me that it would be objectionable to have work people employed within those limits who would not be subject to such rules as are laid down for the people working



on the Railway itself.

On the South of the Bridge all that is required is a short bit of embankment to join that of the Railway with the ground in rear of the Station from whence the present Railway Feeder to the Coast road is as good a line as can be got.

On the North, the Bandy Road might be carried along the unused half of the Railway embankment until it had passed the 2<sup>d</sup> telegraph post north of the Bridge where it could be turned out.

By doing this there would only be about 220 ft. of an embankment of an average height of 2 feet required to join the high ground north of the bridge and from thence only forming road and gravelling would be necessary to the junction with the Coast Road a distance of

rather less than  $\frac{1}{4}$  of a mile -

At the same time I beg to attach an Estimate for restoring the Bridge over the River on the Coast Road itself.  $\frac{3173}{5}$

From it you will see that if Teakwood were used the Coast would be only Rs. 5,317 or less than half what making the Railway Bridge frangible would come to (See para 16 of note by the acting Joint Secretary to Government Railway Branch) while for jungle wood a sum of Rupees 2200 would be sufficient.

I do not know whether I am doing right in forwarding this Estimate but presume it is my place to afford information which would prevent more money being spent than is actually necessary.

In ordinary cases it would of course be much cheaper to use



the Railway Bridge but in this, owing to the sharp angle at which it crosses the River the Bridge for the Railway is almost double the length of that on the Road, hence the greater cost.

The Ferry is rented this year for Rs 350 of this, the Renter informs me that very much the greater proportion is obtained from foot passengers, there is a small amount obtained for cattle, but that for carts is merely nominal, as although a jungdah (Raft) is kept ready at all times the road is scarcely ever used by a Bandy and my own knowledge of the place convinces me that the information is correct.

Under the present Local Fund act foot passengers are entitled to pass Bridges free the construction

3173  
6

of a Bridge would therefore be equivalent to giving up nearly the whole of the Rent at present received as I do not believe that a Bridge being constructed would lead to any great increase of bandy traffic it being almost as small when the Road Bridge was passable as it is now.

Shavers

/s/ H. Bailey Captain  
Est. Engineer

No 461

Submitted to the Chief Engineer  
P. W. Department with reference to G.O.  
No 368 R. dated 1<sup>st</sup> April 1879. and with  
the request to be informed if under the  
circumstances explained by the Executive  
Engineer local it will be necessary  
to submit the detailed Estimates for  
the road diversion to the Siroor Railway  
Bridge -

Enclosure  
Estimate

Committed  
15<sup>th</sup> July 1879  
LH

Chapman

Super Engineer, Circle



Ch. No 1913 - 21-8-79

From

The Superintendents  
4<sup>th</sup> Circle.

By O. No 31734 of 11-12-79

Dated 15<sup>th</sup>  
Recd: } July 1879.

No. 461

Enc: 1

Tororo Bridge: -

Submitting copy of  
a letter No. 119 dated  
27<sup>th</sup> June 1879 from Chief  
Engr. Office submitting  
estimate of Rs. 2280 for  
restoring -

Subd. Engr. Tororo  
Jagat N. 324/79

RAILWAY DEPARTMENT.

No.

991

Consulting Engineer's Office,  
Madras, 15<sup>th</sup> August 1879.

MEMORANDUM.

Enclosure.

In returning the papers which  
accompanied Memorandum No. 2616  
dated the 29<sup>th</sup> ultimo, the under-  
signed has the honour to observe that  
Captain Bailey's report appears to dis-  
pose of the proposal to utilise the  
Tirur Railway bridge for road traffic.

If the communication desired by the  
Collector of Malabar can be provided  
at less than half the outlay which would  
be required to utilise the Railway  
bridge, the latter alternative is clearly  
out of the question.

W. M. M. M. M.

Colonel, P. E.

Cons. Engr. for Railways

To The Chief Engineer,

Buildings and Roads Branch



P.W.D.  
19th 1879  
No. 6058

Enc. 2.

g. o. 31735 of 1879

TO BE RETURNED  
WITH REPLY.

Suppl. No. 3324/79

41A

L. R. 2550  
25.

FORT SAINT GEORGE,  
23 May 1879

No. 2820  
MEMORANDUM

3173  
8

Letter from the Supg Engineer Fourth  
Circle et<sup>c</sup> 461 dated 15<sup>th</sup> July 1879.

Memo: from the Consulting Eng<sup>r</sup> for  
Railways et<sup>c</sup> 991 dated 18<sup>th</sup> Aug<sup>t</sup> 1879.

P. 6

Transferred to the Financial  
Dept with a view to the matter being  
referred to the Board of Revenue  
for their opinion.

(By order)

Paul Pennington  
Major, R.E.,

Aq. Under Secretary, P. W. D.

To The Financial Dept.  
with enclosures.

22.8

E. H. H.



From *Financial Dept*  
*Local Funds. No.*  
(The Secretary to Government,  
28/79 P.W.D.,

To  
The *Financial* Engine  
Dept

*G.O. No. 3175 dated 11-12-79*

Dated *28/79* *August*  
Despd. *28/79* 1879.  
Recd.

No. 2810

ENCLOSURES. 3

*Transferring  
papers regarding  
proposal to uti-  
lize the Troor  
Railway bridge  
for road traffic  
for opinion of the  
Rev. Board.*

*Govt*  
3324/79

*Received  
Contract & Returns*

1879

*By Secretary*

*Extract from the Minutes of Proceedings  
3323/9 of the Local Funds Board Cabinet Circle  
at a meeting held on the 11 November 1879  
Present.*

*G. Mc Walter Esq., President  
Lt. Col. R. B. Kennedy Es. Esq. Mysore  
Captain H. Bailey Es. Esq. Calicut  
Doctor W. H. Roberts M.D. Civil Surgeon  
E. J. Swell Esq., Asst. Secy. Collector Calicut  
M.R.R. G. Subbaram & Shastri  
J. Koyalki Shastri.*

*8. Read Revenue Board's Proceedings of 9/10/79,  
dated 9 October 1879, regarding the proposal  
of utilizing the Troor Railway Bridge  
for road traffic, and other correspondence  
on the subject.*

*The Local Funds Board agree with the  
opinion expressed by the Executive Engineer  
that it would be cheaper to build a  
bridge than utilizing the Troor Railway  
Bridge as proposed.*

*(True Extract)*

*For President*



Revenue department

Mis. No. 10890

373/10

Proceedings of the Board of Revenue  
dated 10 November 1899.

Read the following letter from  
G. Mc Watters Esq., Dist. & F. Boards,  
Malabar, to the Ag. Secretary to the  
Board of Revenue, Madras, dated  
11 November 1899, No. 508.

In reference to the Revenue Board's  
Proceedings Mis. No. 9424, dated 9<sup>th</sup>  
October 1899 relating to the proposal  
of utilizing the Truro Railway Bridge  
for road traffic, I have the honor to  
submit Resolution No. 8 of the  
Local Fund Board, Calicut Circle,  
at a meeting held this day con-  
veying the opinion of the Circle  
Board on the subject.

Submitted

In file 3471/11

in a letter from  
the Board of Revenue  
dated 10 November 1899  
to the Ag. Secretary to the  
Board of Revenue, Madras



Submitted for the information of  
Government with reference to endorsement  
from the Under Secretary to Government  
Financial Department, dated 27 August  
1879, no 1674.

2. The Board concurs in the opinion  
expressed by the Local Fund Board.

(True copy & Extract)

J. H. H. H.

Acting Sub-Secretary

To  
The Chief Secretary to Government F. D.  
with extract from No. 1674 to be returned  
and orig. with its 3 enclosures  
returned.

CH

CH

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11



365/60 No. 8477

*[Handwritten signature]*

No 2279  
D 12  
Thurston is the brother of Father's brother

2279

Thurs 1873/Decr  
about Thurs. Novr/  
Proceedings of the  
Board of Revenue  
Thurs 1873/Decr

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Transferred

G. O. 11-12-79 No. 3173 48.

b. b. # 1913-21-5-99

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Endorsement in the financial Accts. N<sup>o</sup>. 2779 dated  
27<sup>th</sup> Nov. 1879 in Proc. of the Board of Revenue  
N<sup>o</sup>. 10898 of 20<sup>th</sup> Nov. 1879.

FOR ORDERS

This further information in regard to the adaptation of the Trier Railway bridge for ordinary traffic shows that it would be cheaper and more desirable to rebuild the old pier bridges. It will therefore be unnecessary for the Supp. Engineer to prepare detailed estimates for the road diversion.

2. It would probably  
be found cheaper in the  
uncover in the country



FOR ORDERS.

(a) estimated at \$53/7  
(b)

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Tank cost  
Jumper - - - 2280  
Diff: 3037

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Jumper to that & it is  
Known that tank is  
cheap at the long run, &  
always safe!  
other  
more secure on



No 3173 W

P. W. Department.

PROCEEDINGS of the MADRAS GOVERNMENT

Under date the

11<sup>th</sup> Decr 79

Read the following

3123  
14  
Endorsement in the L. M. S.  
Dept. on Pro. of the Board  
of Revenue No 10898 of  
20<sup>th</sup> November 79—

It is evident that  
it will be cheaper and  
more desirable to rebuild  
the old river bridge than  
to adapt the railway bridge  
for ordinary traffic—

2 There is therefore no  
occasion for the Supt. Eng.  
to prepare detailed esti-  
mates for the road  
diversion.

3 The estimates for the  
restoration of the iron  
bridge will be forwarded  
to the Revenue Board  
through



through the Financial  
Department with the  
remark that it would be  
found true economy to  
use teak rather than  
jungle wood, although  
the former will cost  
Rupees 5317 and the  
latter only Rs. 2280.

It will be considered  
by the Local Fund Board  
in communication with  
the Revenue Board whether  
it will be possible to  
rebuild the bridge next  
year.

Atte

11/2/79

Supy. Engr. C. C. C. C.  
Financial Dept. with order  
Only Engr. for Rs. 2280.  
Dated  
18-12-79.

3173  
15



C. 8472

Govt. of (1879) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O., 11 Dec 1879, No. 3173 W

No. 41-43

Tiruvor Railway bridge

Considers it ~~more~~ cheaper  
<sup>more</sup> and desirable to rebuild  
the old river bridge than  
to adapt for ordinary  
traffic the —

6-11-79  
CVD