(1) Number of pages 20.

(2) Date of repair 23.6.87

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works DEPARTMENT

G.O. No. / B.P. No.	1767 W.	Press. / Mis.
Dated	23-6-1883	198 .

S.G.H.

Not to be folded or roughly handled.

Archives —1 10,006-9 80

23rd June 1883, No. 1767 W., Public Works.

1767/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From R. C. LOWRY, Esq., Local Fund Engineer, Tinnevelly, to the President, Local Fund Boards, Tinnevelly, dated 26th April 1883, No. 91.

- 1 Revised Estimate.
- 1 Original do.
- 1 Comparative Statement.
- 12 Sheets of Survey Plan.

In returning revised estimate for road from Sankaranainárkoil to Kalugumalai, sent to me for revision with your endorsement on Proceedings of the Board of Revenue, Miscellaneous No. 8754, dated 13th November 1882, I have the honor to remark that the original estimate for the road (according to which work was commenced) was prepared by the Public Works Department and sanctioned by the Local Fund Board and Government. The direction of the line has now been slightly altered in places, in order to keep clear of tank waterspreads and valuable nunjah where high compensation would be demanded, and in order that advantage might be taken of work already done in constructing a road between the 9th mile and the 13th.

2. The traffic on this line will not, it is anticipated, be very great, and the necessity for metalling the road is therefore not urgent. On this consideration the provision in the original estimate for a metal layer in the 6th, 7th, 8th, 9th, and 10th miles has been disallowed, and a layer of gravel 6 inches in thickness has been substituted in the revised estimate. In the miles above referred to the line passes over hard red soil with a substratum of laterite and good red gravel. The formation as now proposed will, it is believed, be found more suitable than that originally estimated for, while a large saving in first cost will accrue by adopting the former plan in preference to the latter.

3. The width of the road surface (18 feet) is the same as that allowed in the original estimate. A road surface, 12 feet wide, as required by the Deputy Chief Engineer would, I beg to submit, be too narrow to accommodate bandy traffic. Such a width might be suitable for short branch roads, but even then I doubt if it would be found sufficient; it might, however, be adopted tentatively for such communications. The road between Sankaranainárkoil and Kalugumalai will act as a railway feeder; between Kalugumalai and Koilpati Railway Station a road has been already established.

4. The road has been made to formation level throughout; all masonry works are constructed, and the required quantities of metal and gravel have been supplied in each mile.

5. The original estimate is herewith forwarded for reference.

No. 54.

Endorsement on the above.

Submitted to the Board of Revenue through the Deputy Chief Engineer with reference to his remarks contained in the Proceedings quoted above.

Tinnevelly,
4th June 1883.

(Signed) D. NARAYANASAWMY,
Deputy Collector,
for Collector.

Memorandum by the Chief Engineer, Public Works Department.

The estimate is submitted for the sanction of Government.

2. It is suggested, however, that the attention of the Local Fund Board be called to the following points.

3. The Chief Engineer has nowhere restricted a road surface to a width of 12 feet. This is a misconception. He considers that of an 18 feet wide road, it will be sufficient in almost all cases to *metal* the central 12 feet.

4. The plans are not understood. Two parallel red lines show, it is stated, the direction of the road as formed. In the same general direction, and not far off, is shown, colored yellow, "proposed road." It is not understood what is meant by this.

5. No side or check drains are provided, but the road appears to be "raised" throughout, an expensive formation, the necessity for which is not apparent.

6. A thickness of 2¼ inches of gravel is provided over the 4-yard width of metal in the metalled miles; 1½ inches would be sufficient, and this thickness might also be carried over the side earthen berms. If well consolidated as specified, this will give good results.

7. The rate for spreading metal, 4 annas, and that for spreading gravel, 3 annas, seem susceptible of reduction.

8. The estimates should have been submitted through the Superintending Engineer of the Circle in accordance with G.O., No. 3211 W., dated 6th December 1882.

CHEPAUK,
15th June 1883.

(Signed) R. H. SANKEY, Colonel, R.E.,
Chief Engineer, P.W.D.

ORDER—dated 23rd June 1883, No. 1767 W., Public Works.

The second revised estimate, amounting to Rs. 21,500, for constructing a road from Sankaranainárkoil to Kalugumalai, in the Tinnevelly District, is sanctioned.

2. The present estimate is less by Rs. 5,200 than the first revised estimate of Rs. 26,700 sanctioned in G.O., No. 1964 W., dated 9th August 1881.

3. The attention of the Local Fund Board should be called to the remarks in the Chief Engineer's Memorandum above recorded.

4. This sanction has been registered as Local No. 17 W. of 1883-84 and cancels Local No. 21 W. of 1881-82.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Board of Revenue, with five Enclosures.
„ Accountant-General.
„ Financial Department.
„ Superintending Engineer, Sixth Circle.

Exd. A. F. Goodall.
Spare Copies

1767/2

1

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated June, 23rd.

Recd. *Encl.*

G.O., 23rd June 1883, No. 1767 W.

JUNE.

Road from Sankaranainarkoil to Kalugumalai

Second revised estimate for constructing a —, in the Tinnevelly District, sanctioned.

Memo.

The project ought of course have been sent up through the S.E.

The project apparently was first undertaken by P.W.D. — the road has already been formed, many works built, & gravel & metal collected — so index maps, longitudinal & other sections may be dispensed with in this case.

There is confusion about the expression ~~gravelle~~ "metalling". The L.F.E. has not "maintained a width of 18 ft. of metal" — he has merely gravelled our full width on 18 ft. road. This is quite different from metalling 4 yards of a road.

"A road surface 12 ft. wide" has I fancy been mistaken "required by the Dy Chf Engr" as stated by L.F.E. This is altogether a misconception.

If the gravelled part of the road it might be sufficient to gravel central 4 yards 6 inches deep & side berms 2 inches deep, but Gravel for 6 inches over whole width has I dare say been collected & the cost the saving would not be much. —

What now seems best to be done is to sanction Estimate in usual form with Chief Engr's Memo to following effect —

1. The Chf Engr has in no place restricted a road surface to a width of 12 ft. This is a misconception. He considers that for an 18 ft. wide road it will be sufficient in almost all cases to metal the central 12 ft.

2. The plans are not understood. Two parallel red lines shew, it is stated, direction of Road as proposed. In same general direction & not far off is shown [illegible], "proposed road": what is meant by this?

3. No side or catch drains provided, but the road appears to be "raised" throughout — an expensive formation, the necessity for which is not apparent.

4. A thickness of 2¼ inches of Gravel is provided over the 4 yards width

T.O.

Public Works Department, 1883-84

1767/7

Current No. 4832

Letter No. 54

Dated the 4th June/83

From the Presdt. of L.F. Board Tinnevelly

NOTE OF REMARKS.

1. Enclosed is a revised estimate with survey, for the construction of a road from Sankaranainarkovil to Kalugumalai in the Tinnevelly District. Amount of estimate is Rs. 21,500.

2. This estimate should have been first submitted to the Supg. Engr. — G.O. No. 3211 W. of 6/12/82.

3. The Dy. W. in his letter No. 1286 of 30/10/82, directs the submission of an index map, longitudinal and cross sections &c, these orders have not been attended to, and reasons not given for the neglect.

4. Again, in the above letter Dy. W. directed (in accordance with G.O. No. 1035 W. of 26/4/82) that the breadth of metalling throughout the line should be 12 feet — except under very special reasons — the L.F. Engr. has however maintained a width of 18 ft. of metal

termed "laterite gravel") in the 6th 7th 8th 9th and 10th miles submitting as his opinion that a width of 12 feet is "too narrow" for bandy traffic. This simple expression of the opinion of the L. F. Engr, unsupported by any grounds, can hardly be looked on as a "very special reason" for his not conforming with the instructions he had received.

5. All the masonry works are stated to have been completed

11th June/83
BSK

{ width of metal on the metalled
✗ miles. 1½ inches would be sufficient this thickness might also be carried over the side earthen berms. If well consolidated as specified this will give good results.

5. The rate for spreading metal, 4as & that for spreading gravel, 3as, seem susceptible of reduction.

6. The estimate should have been sent up through the D.E. of circle as per G.O. — — —

W.
13/6

Draft of [illegible] will be submitted to W.

Read the following papers:—

L. F. Engineer's office
Dated 26th April 1883.

No. 91

P. 7

1767
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[illegible]

From,
The Local Fund Engineer
Tinnevelly District.

To,
The President
Local Fund Board
Tinnevelly.

Sir,

In returning revised Estimate for Road from Sankaranainarkoil to Kalugumalai sent to me for revision with your endorsement on Proceedings of Board Revenue No 8754 Mis dated 15th November 1882 I have the honor to remark that the original Estimate for the road (according to which work was commenced) was prepared by the D.P.W. and sanctioned by the Local Fund Board and Government. The direction of the line has now been slightly altered

1 Revised Estimate
1 Original do—
1 Comparative Statement
12 Sheets of Survey plan.
15

+
Not Comd 8/6/83

in places in order to keep clear of Tank water spreads and valuable Nunjah where high compensation would be demanded; and in order that advantage might be taken of work already done in constructing a road between the 9th mile and the 13th.

The traffic on this line will not it is anticipated be very great and the necessity for metalling the road is therefore not urgent. On this consideration the provision in the original Estimate for a metal layer in the 6th, 7th, 8th, 9th, and 10 miles has been disallowed and a layer of gravel 6 inches in thickness has been substituted in the revised Estimate. In the miles above referred to the line passes over hard red soil with a substratum of Laterite and good red gravel. The formation

as now proposed will, it is believed be found more suitable than that originally Estimated for, while a large saving in first cost will accrue by adopting the former plan in preference to the latter

1267/5

The width of the road surface (eighteen feet) is the same as that allowed in the original Estimate. A road surface 12 ft wide as required by the Dy Chief Engineer would, I beg to submit be too narrow to accommodate bandy traffic. Such a width might be suitable for short branch roads but even then I doubt if it would be found sufficient; it might, however, be adopted tentatively for such communications. The road between Sankaranainarkoil and Kalugumalai will act as a Railway Feeder between

Kalugumalai and Koilpati Railway Station a road has been already established.

The road has been made to formation Level throughout; all Masonry works are Constructed; and the required quantities of Metal and gravel have been supplied in each mile.

The original Estimate is herewith forwarded for reference.

I have the honorable

(Signed) Robert C. Irving
Local Fund Engineer

No. 54. (~~True copy~~) [illegible] in the above

Submitted to the Board of Revenue through the Deputy Chief Engineer with reference to his remarks contained in the Proceedings quoted above.

Tinnevelly
Cr's Office
4th June 1883

[illegible]

W. J. Meek
for President.

1767
6.

Ms. No. 64 26.4.77
CE No. 1556 - 30.6.81
B No. 1964 W 9.8.81
1928 C 30.10.82

P.W.C. No. 4832

1883

LOCAL FUND BOARD'S OFFICE
TINNEVELLY.

FROM
THE PRESIDENT
LOCAL FUND BOARDS,
TINNEVELLY,

TO
THE SECRETARY TO THE
BOARD OF REVENUE,
MADRAS,
through the Deputy Chief Engineer

Dated 4th
Despatched 5th } June 1883.
Received 8

No. 54

ENCLOSURE No. 5 sent by Packet
5 (1 plan containing 12 Sheets)

SUBJECT.

Submitting Copy of Local Fund Engineer's letter No. 917 26th April 1883 returning the estimate with his Remarks for "Constructing road from Sankaranainarkoil to Kalugumalai"

Rd 27.6
[illegible] 15/6 Rd. No. 226

1267/7

P. W. Departt.

Memorandum by the Chief Engineer Public Works Department.

The estimate is submitted for the sanction of Government.

2. It is suggested however that the attention of the Local Fund Board be called to the following points.

3. The Chief Engineer has no where restricted a road surface to a width of 12 feet. This is a misconception. He considers that of an eighteen feet wide road, it will be sufficient in almost all cases to

to metal the central twelve feet -

4. The plans are not understood - Two parallel red lines show, it is stated, the direction of the road as formed - In the same general direction, and not far off, is shown, colored yellow, & "proposed road". It is not understood what is meant by this.

5. No side or check drains are provided, but the road appears to be "raised" throughout, an expensive formation, the necessity for which is not apparent -

6. A thickness of 2¼ inches of gravel is provided over the four yard width of metal in the metalled miles - 1½ inches would be sufficient, and this thickness might also be carried over the side earthen berms - If well consolidated as specified, this will give good results.

1767/8

7. The rate for spreading metal, 4 annas, and that for spreading gravel, 3 annas, seem susceptible of reduction.

8. The estimates should have been submitted through the Supt Engineer of the Circle, in accordance with G. O. No 3211 W, dated 6th December 1882.

Chepauk
15th June 1883

Cy

C.A.
15/6

No. 1767 ++

3rd R

4

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 23rd June/83

1767/9

READ the following

From,

The President, Local Fund Board, Tinnevelly	(H. E. No. 548) 4th June 1883)
Memorandum by the Chief Engineer, P. W. D.,	(" " " 15th June/83

The second revised estimate amounting to Rs 21,500, for constructing a road from Sunkaranainarkovil to Kalugumalai in the Tinnevelly District, is sanctioned.

2. The present estimate is less by Rs 5,200 than the first revised estimate of Rs 26,700 sanctioned in G. O. No. 1964 Ir, dated 9th

9th August 1881.

3. The attention of the Local Fund Board should be called to the remarks in the Chief Engineer's Memo: above recorded.

4. This sanction has been registered as Local No. 17 L of 1883-84 and cancels Local No. 21 L of 1881-82.

1767

15/6

registered
22/6

18/6

F.C.
a. 1707 h. 10.7.84.

To
The Board of Revenue
with 5 Enclos:
" Accountant General
" Financial Departt
" Supdg Engr 6th Circle.

1767/10

Govt. of (1883) Madras.

PUBLIC WORKS.

9/2

Dated

Recd.

Encl.

G. O., 23d June 1883, No. 1767W

Nos.

Road from Sankara-
-nainankovil to Kalugu-
malai

Second Revise of Est: for
Constg a — , in the Tinne-
-velly Dt. Sanctd.

60

6

Jn 25/6

Entered in the Receipt Register