

Public Works (1899) Department.

G.O., No. 2117 W

DATED 11 August 1899.

[Despatch Abstract.]

Madura District Tramways - Rev.

P.W. Deptt. Railway Br, approving,
subject to certain modifications, the
Promoters' proposals in connection with
the ———, commd to the S. E VI Circle

O.D. 21025308

BACK PAPERS.

No. Date.

1561/15-6-99

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Form No. (2).

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

G. O. No. 550-551 Ry., dated 9th May 1899.

Letter from Messrs. Wilson & Co., dated 14th April 1899, to the Government of Madras, Public Works Department, Railway Branch.

Ammayanaya-Manur-Periyar Tramway approval of plans.

With reference to Clause 8 in the Government Order, we have the honour to submit a plan shewing the proposed mode of constructing and laying down the Tramways, together with a statement of the materials intended to be used therein.

With reference to the proposed mode of constructing we have shewn a section of the Tramway giving dimensions of the width of road to be used as per Clause 13 and it will be seen therefrom that:-

1. Nowhere except at bridges will there be a less width of metalled road than 10 feet clear of that rail of the Tramway which is nearest the road centre.
2. In regard to level crossings, guard rails will be provided flush with the surface of the rail and of the road, wherever any road or street crosses that in which the Tramway is laid.

Statement of materials intended to be used.

Flat footed steel rails - 30 feet in length with a small proportion of 21 and 18 feet lengths - weight - 30 lbs per yard.

Hard wood sleepers - 5 feet long by 6 inches by 4 inches - 2112 to 2000 sleepers per mile.

The rails will be spiked down to the sleepers as shewn on full sized drawing. The rail joints will be secured by suitable fish plates with four bolts and nuts to each joint.

Each level crossing will be provided with guard rails and paved with 4 rows of granite or hardwood paving blocks flush with rail level.

The sleepers and roadway will be ballasted with good gravel or stone ballast.

not read in the city office not recd. even in Madras.

Read 1.6.99.

At the following places along the road suitable through sidings will be provided on the off-side of the line from the roadway for passing trains:-

Miles from Ammayanayakanur.		
3		Silukuvrapatti.
5½		Nelakottai.
12	W	Vettalgundu.
20		Devadanapatti.
26	W	Periyakolam Junction for Kistnanaik's Tope.
27		Periyakolam Town.
31		Kistnanaik's Tope.
36½	W	Thini Junction for Bodinayakanur and Kottagudi.
44½	W	Bodinayakanur Town.
47½		Tea Stores.
55	W	Kottagudi.
41		Veerapandi.
45½	W	Kattur.
50		Chinnamanur.
55	W	Uttamapalyam.

Such of the above sidings as are marked with the letter W, will be provided with watering arrangements for Engines.

At each siding or passing place suitable points and crossings will be provided and the levers for working same will be placed on the off-side of the line from the road.

We have despatched a similar letter with plan and statement to the local authority i.e., the President of the District Board Madras.

Note for Messrs. Wilson & Co., by the Consulting Engineer for Railways, Madras, dated 16th May 1899.

The Promoters of the Madras District Tramways will be well advised if they devote great attention to the perfection of their rail joints, for my experience of these light lines is that it is at the joints that most trouble is experienced, and bad joints are the cause of all sorts of indirect expense, in the shape of vehicle and engine repair.

I attach a tracing of the State Railway pattern standard 30 lb. joint, and the Promoters will be well advised to proportionately reduce this to the 30 lb. per yard size. The 15° angle is very important as also is the underhang of the fishplate.

There is no necessity to pave level crossings with granite or hardwood paving blocks. It will suffice to provide inner guard rails only, each 15 ft. long, and to metal up well, to rail level, with small road metal or gravel well rammed and kept.

I recommend the use of built steel crossings, angle 1 in 8½, and 10 or 12 ft. tongue rails well housed. Switch handles to be Mr. W. E. Stoney's drum pattern (made by Saxby and Farmer).

Order thereon:-No. 583 Ry., dated 18th May 1899.

Section 8 of the Madras District Tramways Order stipulates that the Promoters' plan showing the proposed method of constructing and laying down the tramways, and a statement of the materials intended to be used therein must be approved by Government and the local authority before work can be proceeded with. The proposals submitted by the promoters have been criticised in the Note by the Consulting Engineer read above, and approval is hereby accorded to their being modified in accordance with the recommendation contained in that Note.

(True Extract)

James H. Spence
Joint
Under Secretary.

To,

Messrs. Wilson & Co.

The Consulting Engineer for Railways.

" Public Works Department, Buildings and Roads Branch.

" Local and Municipal Department.

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