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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 655.	Press Mis.
²⁶⁻³⁰ Dated 1-3-	1867

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
1st March 1869*

Read the following papers :—

No. 26. From the Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 26th December 1868, No. 174.

1. With reference to the Order of Government of the 19th November, No. 3,619, I have the honour to state that the road to Cuddalore having been laid out and formed only with a view to ordinary cart and carriage traffic, cannot, in my opinion, be at present used by heavy Traction Engines.

2. Before they can use it, the breadth and thickness of the metalling will have to be increased. Some of the bridges must be widened, and some repaired or even reconstructed. The open drains will have to be replaced by culverts, and, near Pondicherry, the road will have to be considerably widened.

3. Should the Railway from Arcunum to Conjeveram be extended to Cuddalore, there will not be much traffic left for the Traction Engines on the high road. From the brief description given of the engines proposed to be used, I think the best pattern has not been selected.

No. 27. From the Executive Engineer in charge of 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 25th January 1869, No. 5,099.

1. With reference to G. O., No. 3,619, dated 19th November 1868, I have the honour to report that I believe the bridges, road tunnels, &c., in the sections of the road between Madras and Cuddalore in this division are strong enough to bear the weight of the Traction Engines proposed to be run on them, but it will be necessary to convert all existing road dams into bridges or tunnels at the cost, I presume, of the Company. There is no bridge across the Palar river at Chingleput, and there may be difficulty in crossing its sandy bed during the hot season.

2. It is doubtful what effect the Traction Engine will have on the metalling of the road, which is now in some places only four and a half inches thick. The amount of deterioration will, in a measure, depend upon the form of driving wheels adopted.

3. Many years ago Government authorized me to put the road in order, leading from the Tambracherry Ghaut to Calicut on the Malabar coast, for the late Messrs. Leckie & Co.'s engine, but in this case heavy shoes were attached to the wheels and driven by the machinery, so that they served to distribute the weight of the engine, and caused no injury to be done to the road. After a trial or two, however, the intention of running steam trains was abandoned.

4. Should the roadway be injured by the steam carriage traffic, the Company no doubt will assist towards maintaining the line.

5. An objection has often been raised to the use of the Traction Engine, owing to the impediment to other traffic likely to be caused by the noise and width of the carriages, and the road is certainly of no great width in places, and not so wide as those in England, where the experiment has been made. There is however room, I believe, for the train and ordinary traffic to pass each other, excepting at the Marmalong bridge, on the Mount Road, which has a narrow roadway. The bridge may perhaps be avoided, by taking a cross road in the dry weather through the river bed, and should inconveniences arise to the ordinary traffic in the town of Saint Thomas' Mount, Palaveram, &c., the back roads skirting the Cantonments might be used.

Should

*Proceedings of the Madras Government, Public Works Department,
1st March 1869.*

No. 23. From the President of the Municipal Commission, Madras, to the Chief Secretary to Government, Fort St. George, dated Madras, 29th January 1869, No. 56.

At a General Meeting of the Municipal Commissioners for the Town of Madras, held on 28th instant, the Order of Government, No. 3,619, dated 19th November 1868, regarding Mr. Adrien deFries' proposal to run steam carriages between Madras and Cuddalore was considered, and the following resolution passed thereon:—

That Monsieur deFries be allowed to run his Traction Engine over the Municipal roads and bridges on the distinct understanding—

- 1st. That the wheels of the engine are not to be spiked.
- 2nd. That he will not pass over bridges which will be pointed out to him by the Municipal Executive Engineer as unsafe.
- 3rd. That he will hold himself liable for all damages caused by his engine and train to the roads and bridges.
- 4th. That he will not run his trains between 6. A. M. and 8. P. M., and name the road or place from which he will start; and that the speed shall not exceed five miles per hour within Municipal limits.

No. 29. From ADRIEN DEFRIES, Esq., to the Secretary to Government, Public Works Department, dated Madras, 5th February 1869.

1. I had the honour to make a request to Government, through your medium, in November last, regarding the use of the roads and bridges for the conveyance of passengers and goods from Madras to Cuddalore by means of a Traction Engine which I am prepared to run.

2. My demand has been transmitted by Government to the Municipal Commissioners, who sanctioned the same on the 28th ultimo, under some restrictions, which I am ready to submit to.

3. I am given to understand that the Officers in charge of the roads do not consider the metalling of the road as sufficiently thick, and also some of the causeways would not support the weight of the engine. I beg, therefore, to inform you that the weight of my engines will be reduced to eight tons, instead of ten, as mentioned in my letter, and that I intend to have vulcanised India Rubber tires for the wheels, the width of which is to be twelve inches; and that I will open the line for traffic between Madras and Chingleput, which will be extended as far as Cuddalore should the traffic prove successful, and in this case my terminus will be about one mile northward to the Pennar bridge, without being necessitated to cross the same; and I further beg to offer to Government the following guarantees:—

- 1st. That I consent to pay any damages done to roads and bridges that might be incurred by the means of my engines.
- 2nd. That I would undertake the contract for the keeping up of the roads on my line at the same cost and conditions as now established, and under the control of the Department Public Works.
- 3rd. That I offer to Government to take the contracts of the carrying of mails from Madras to Cuddalore, after three months' experiment of my traffic, at ten per cent. under the rate of the present contract.

*Proceedings of the Madras Government, Public Works Department,
1st March 1869.*

4th. I take the liberty to enclose a few reports on Traction Engines for your perusal, and hope they may be of use to plead my cause before His Excellency the Governor in Council.

Begging you will kindly return me the documents when you have no further use of them, I have, &c.

No. 30. ORDER THEREON, 1st March 1869, No. 655.

CIVIL WORKS, No. 5.

1. The foregoing letters from the Superintending Engineers of the 4th and 5th Divisions and from the Municipal Commissioners of the Town of Madras will be communicated to Mr. Adrien DeFries.

2. Before passing final orders on Mr. DeFries' proposal, the Government wish to be informed what security he is prepared to furnish as a guarantee that he will make good any damage that his trains may cause to the road or bridges, and for the due fulfilment of his engagements.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To Mr. Adrien DeFries.
To the Superintending Engineers of the 4th and 5th Divisions.
" Municipal Commission, Madras.
" Public Department.

Exd. S. T. Augustin.

Should

Govt. of {1869} Madras.

PUBLIC WORKS.

To

MR. ADRIEN DEFRIES.

&c., &c., &c.

Dated March, 1st.

Recd.

Encl.

G. O., 1st March 1869, No. 655.

MARCH

Nos. 26-30

Steam Carriages.—Passing orders on papers relative to Mr. Adrien DeFries' proposal to run steam carriages between Madras and Cuddalore.

No. 174.

Superintending Engineer's Office,
Cuddalore, 26th December 1868.

From

The Superintending Engineer,
5th Division.

To

The Secretary to Government,
P. W. D.

Sir,

With reference to the Order of Government of the 19th November 1869, I have the honor to state, that the road to Cuddalore, having been laid out and formed, only with a view to ordinary cart and carriage traffic, cannot, in my opinion, be at present used by heavy traction engines.

2. Before they can use it, the breadth and thickness of the metalling will have to be increased. Some of the bridges must be widened, and some repaired, or even reconstructed. The open drains will have to be replaced by culverts, and, near Pondicherry, the road will have to be considerably widened.

Should

5. Should the Railway from Arcvonnun
to Conjevaram be extended to Cuddalore,
there will not be much traffic left
for the traction engines on the highroad.
From the brief description given of the engines
proposed to be used, I think the best
pattern has not been selected.

I have the honor to be,

Sir,

Your most obedient Servant

Edwrd Colwell R. E

Superintg Engineer, S. Division.

Sup. & Engr. Office S^d D^o
Madras 25th January 1869

N^o 5099.

From,

Lieut. Colonel J. Bean R.E.
Executive Engineer in Charge S^d D^o

To,
Colonel C. A. Orr R.E.
Secretary to Government P. W. Dep^t
Fort. Saint George

Sir,

With reference to G. O. N^o 3619 dated 19th November 1868, I have the honor to report that I believe the bridges, road tunnels &c, in the sections of the road between Madras and Cuddalore in this Division, are strong enough to bear the weight of the traction engines proposed to be run on them, but it will be necessary to convert all existing road dams into bridges or tunnels at the cost, I presume, of the Company. There is no bridge across the Palar River at Chingleput, and there may be difficulty in crossing its sandy bed during the hot season.

2 It is doubtful what effect the traction Engine will have on the metalling of the road which is now in some places only 4 1/2 inches thick. The amount of deterioration will, in a measure, depend upon the form of driving wheels adopted.

Many

Recd. 17th 1868 10th 1868
Chief Engr. S^d D^o 5051

From,

The Assistant Engineer,
S^d D^o

At

The Secretary to
Government P. W. Dep^t

Letter 26th December 1868
Recd. 31st Dec^r 1868

Reporting that the road
to Cuddalore from Madras
cannot be improved
except by steam engines.

Feb 26

Engr. 10th 1868 10th 1868

3 Many years ago, Government authorized me to put the road in order leading from the Tambracherry Ghaut to Calicut on the Malabar Coast for the late Messrs. Veechie & Co's engine, but in this case heavy shoes were attached to the wheels and driven by the machinery, so that they served to distribute the weight of the engine, and caused no injury to be done to the road. After a trial or two however, the intention of running steam trains was abandoned.

4 Should the roadway be injured by the steam carriage traffic, the Company no doubt will assist towards maintaining the line.

5 An objection has often been raised to the use of the traction engine owing to the impediment to other traffic likely to be caused by the noise and width of the carriages, and the road is certainly of no great width in places, and not so wide as those in England where the experiment has been made. There is however room I believe for the train, and ordinary traffic to pass each other, excepting at the Marmalong Bridge on the Mount Road which has a

narrow

narrow roadway. The Bridge may perhaps be avoided by taking a cross road in the dry weather through the river bed, and should inconveniences arise to the ordinary traffic in the town of Saint Thomas' Mount, Palaveram, &c., the back roads skirting the Cantonments might be used.

I have the honor to be

Sir

Your most obedient servant

Wm. L. Collett

Exec. Eng. in Charge & Co.

MADRAS, 29th January 1869.

13

No. 56.

To The Chief Secretary
to Government.
Fort St. George.

Sir, At a General Meeting of the
Municipal Commissioners for the Town
of Madras held on 28th Instant, the
order of Government No. 3619 dated 19th
November 1868 regarding Mr. Adrian
Dr. Price's proposal to run steam
carriages between Madras and
Cuddalore, was considered and the
following resolution passed thereon:-

That Messrs. Dr. Price be allowed to
run his Traction Engine over the Muni-
cipal roads and bridges on the distinct
understanding

1st That the wheels of the Engine are not
to be spiked.

2^d That he will not pass over bridges
which will be pointed out to him by
the Municipal Executive Engineer as
unsafe.

gnd

P. M. 1869
No. 1000 for P. M. 335

From

M. Dr. Engineer
in charge of the

to the Chief Secretary

No. 655-1st Jan 1869

Date 29th Jan 1869

No. 509

Referring to the

proposal made by Mr.

Adrian Dr. Price for running

steam Carriages

on Government Roads

between Madras and
Cuddalore.

1000/1000.168

3^d That he will hold himself liable
for all damages caused by his Engine
and train to the roads and bridges.

4th That he will not run his trains
between 6. A. M. and 8 P. M. and name
the road or place from which he will
start, and that the speed shall not
exceed 5 miles per hour within
Municipal limits.

I have the honor to be
Sir
Yours most obed^t servant.
Charles Devison President
of the Municipal Commission.

Madras 5th February 1869
Anderson Street No 37.

Col. C. A. Orr. R. E.
Secretary to Government. S. P. St.
Fort St. George.

Sir, I had the honor to make a request to Government, through your medium, in November last, regarding the use of the Roads & Bridges for the Conveyance of Passengers & Goods from Madras to Cuddalore by means of a Traction Engine which I am prepared to run.

My demand has been transmitted by Government to the Municipal Commissioners who sanctioned the same on the 28th 9th 1868: under some restrictions which I am ready to submit to.

I am given to understand that the Officers in charge of the Roads do not consider the metalling of the Road as sufficiently thick & also some of the cammings would not support the weight of the Engine. I beg therefore to inform you that the weight of my Engines will be reduced to 8 tons instead of 10 as mentioned in my letter & that I intend to have vulcanised India Rubber tires for the wheels the width of which is to be 12 inches; & that I will open the line for traffic between Madras & Chengelpet which will be extended as far as Cuddalore should the traffic prove successful & in this case my Terminals will be about 1 mile northwards to the Ponnai Bridge without being necessitated to cross the same & I further beg to offer to Government the following guarantees.

1st That I consent to pay any Cammings done to Roads & my proposal, the Govt wish to be informed

13th 11th 1869 R. E.
Thos. Wood. Esq. Madras
No 432

The President of the
Municipal Commission

By 29th 11th 1869
Recd 2nd 12th 1869

R. E.

Respecting on the

Madras & Cuddalore

to run steam carriages

between Madras and

Cuddalore -
No 655-1st 11th 1869

For 10th 11th 1869. R. E. 16

Public Works Department.

No 655

PROCEEDINGS of the MADRAS GOVERNMENT.
Under date the 1st Dec

Under date the

Read the following

From the Supr. Ingr. 5th Dec. (N.E. No 174 of 26 Dec/68)

Recd: Ingr: in charge of
 the 4th Divⁿ
 President of the Municipal
 Commission, Madras - (H.R. No 56 of 29 Jan/69)
 Mr. A. De Lencastre - (H.R. dated 5 Feb/69)

The foregoing letters
from the Supt^y Engrs of
the 4th and 5th Ins and
from the ~~head~~ Municipal
of the Town of Bendigo
Commissioners will be com

communicated to Mr. Adrian
De Fries.

Before passing
final orders on Mr.
De Fries' proposal,
the Gov^t wish to be
informed

[illegible]

informed what security
he is prepared to
furnish as a guarantee
that he will make
good any damage
that his trains may
cause to the road
or bridges, and for
the due fulfilment
of his engagements

W.B.

To

Mr. Adrien de Fries

The Supt of Engrs of the 4th & 5th Divs

" Municipal Commission, Madras

" Public Dept

50/

I don't see any evidence that
Mr. de Fries has the
means of making good
the damage he has inflicted
on the roads & bridges. I do not
wield not encourage him
to grant him
the desired right
with some security
that he can fulfill
his engagements.

Memorandum

Mr. Adrien de Fries, in
his letter of the 13th November

1868, submitted a proposal
to start a Company at
Madras for conveying pas-

sengers and goods daily
between Madras and

Cuddalore by means
of carriages drawn by

steam traction engines

passing thro' St. Thomas

Mount, Chingleput,

Indiavaram

Lindinam and Pondi-
-cherry, and in his second
communication, anti-
-cipating the objections
that may be urged
to his proposal, he
offers the following
guarantees:—

1st That he will pay
for all damages done
to roads and bridges
by his engines.

2nd That he will
undertake a con-
-track

-track for the mainte-
-²⁵nance of the roads
on the line at the rate
at which they are now
kept up, and for the
conveyance of mails
from Madras to Sud-
-dalon.

The first letter
having been referred
for report to the Madras
Municipal Commis-
-sioners and to the
Suptg. Engrs of the 4th
and

and 5th Lus, the former
body state that
~~Mr~~ De Fries' proposition
may be acceded to
on certain conditions.

The Supty Engrs
of the 4th and 5th Lus
express doubts as to
the stability of cer-
-tain bridges to bear
the weight of the en-
-gines and the effect
which the latter may
have on the metalling
of

of the roads, and state²⁷
that all existing road-
-dams and open drains
will have to be replaced
by bridges or culverts
at the cost, as they
presume, of the Company.
This is however for
Mr De Fries to consid-
-er. He asks for the
use of the road as
it is, and is ready
to engage to make
good or to pay for
any

any damage that it
may sustain, the
risks ^{of such occurring} being greatly
reduced by the weight
of his engine being
brought down to 8 Tons
and by the wheels being
12 inches in width and
provided with elastic
vulcanized India Rubber
Tires. As he otherwise
shows a disposition
to allow himself to be
bound by such strin-
-gent

gent conditions as ²⁹the
Govt may please to
impose, perhaps it
may be considered
desirable to encourage
his enterprise.

AB

gent conditions on the
first appearance to
surface, perhaps it
may be considered
as a result of the
process.

(9)

6 m 479

Cancel

Case 5057, 335, 432

& 479

Court of 1869 Madras.

PUBLIC WORKS.

To Mr. Adrian De Fries

Dated

Recd.

Enc. 3

G. O. 1st March 1869 No. 155

Nos. 26 & 30

Steam Carriages Opening
orders on papers relative to
Mr. Adrian De Fries' pro-
posal to run Steam Carriages
between Madras & Cuddalore.