

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 583 Ry.

DATED 18th May 1899

[Despatch Abstract.]

Madura District Tramways.

Approving of the proposals submitted by the promoters under section 8 of the order as to the method of constructing and laying down the tramway, being modified in accordance with the recommendation of the Consulting Engineer for Railways.

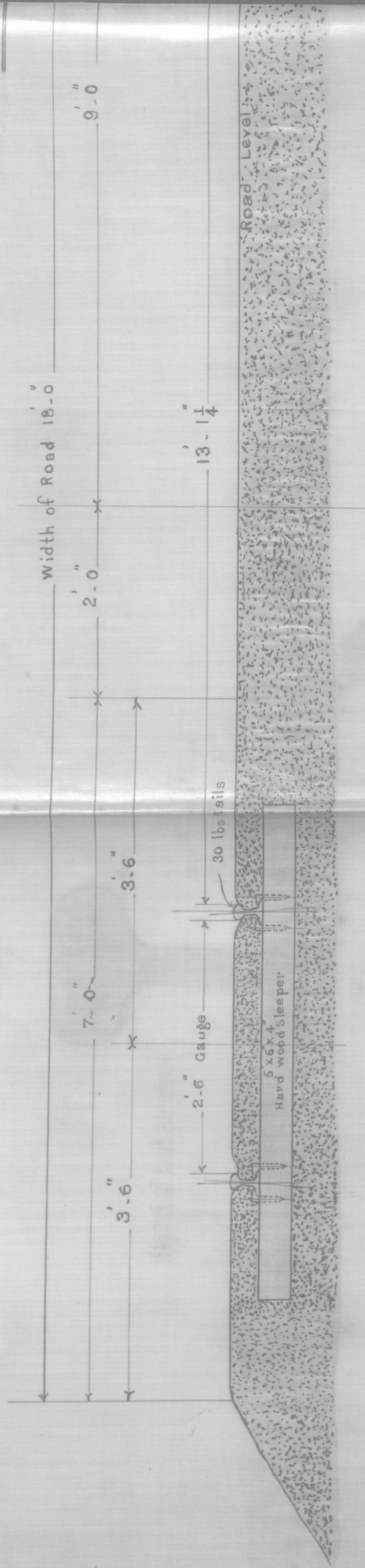
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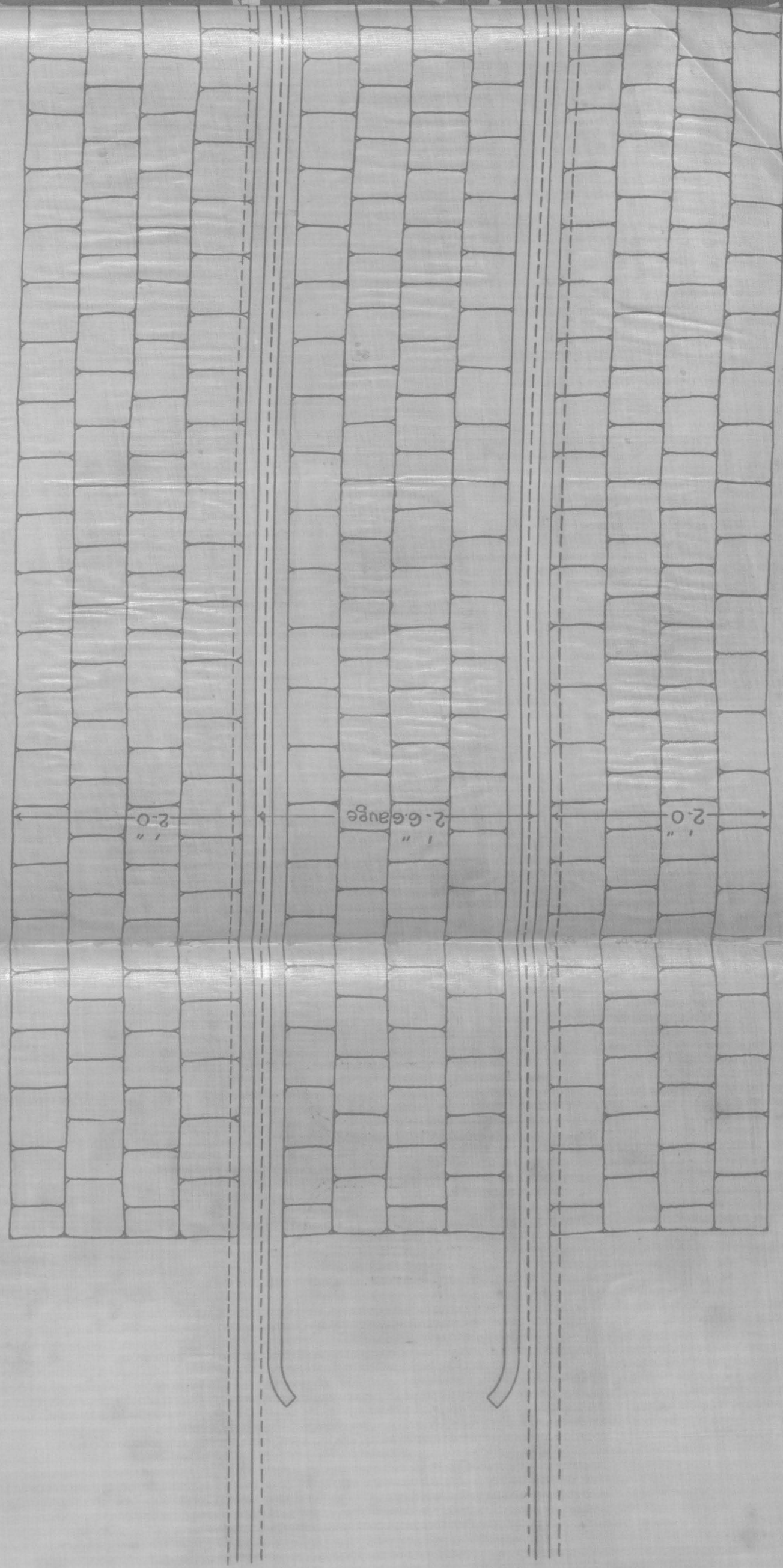
FURTHER PAPERS.

AMMAYANAYAKANUR PLAN SHEWING THE PRINCIPALS & LAYING DOWN

Scale



PLAN OF LEVEL CROSSING



PERYAIR TRAMWAY

THE MODE OF CONSTRUCTING

inch = 1 foot

inch = 1 foot

SECTION OF RAIL FULL SIZE

Steel Rail
30 lbs per yard

Rails 30 feet in length

Inclination of Rail
1 in 38 in yards

Hard wood Sleepers
5'-0" long x 6" x 4"

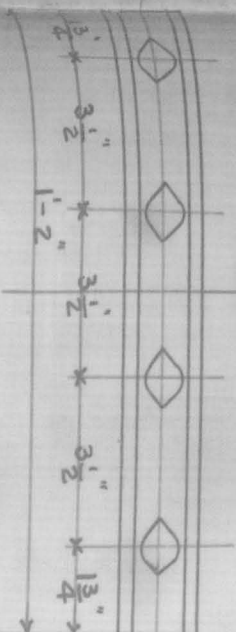
2 1/2 sleepers per mile

Steel Rail
30 lbs per yard

3'

2 3/4'

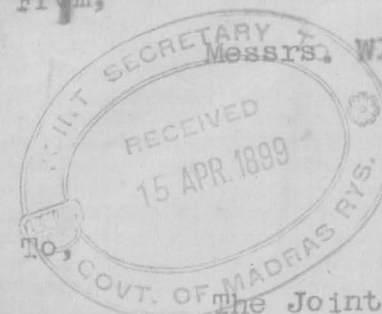
FISH PLATE



Signature: *W. C. O'Brien*
Date: *14th March 1899*

Madras, 14th April 1899.

From,



Messrs. WILSON & Co.,

M A D R A S.

The Joint Secretary to Government,

P. W. D. Railway Branch,

M a d r a s.

Sir,

AMMAYANAYAKANUR - PERIYAR TRAMWAY

APPROVAL OF PLANS.

Subs. 74

With reference to Clause 8 in the Government Order, we have the honor 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 & 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.

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		Silukuvarapatti
5 $\frac{1}{4}$		Nelakottai
12	W	Vettalgundu
20		Devadanapatti
26	W	Periyakolam Junction for Kistnamanaik's Tope
27		Periyakolam Town
31		Kistnamanaik's Tope
36 $\frac{1}{2}$	W	Thini Junction for Bodinayakanur and Kottagudi
44 $\frac{1}{2}$	W	Bodinayakanur Town
47 $\frac{1}{2}$		Tea Stores
55	W	Kottagudi
41		Veerapandi
45 $\frac{1}{2}$	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 Madura.

We have the honor to be,

Sir,

Your most obedient Servants,

Wilson & Co

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

C. No.

NOTE FOR Messrs Wilson & Co.

of the Co. Eng. for Br. Indian.

The Promoter of the Madras District
Railways will be well advised if they direct great
attention to the perfection of their rail joint. In my
experience of these light lines is that it is not the joint
that most trouble is experienced, — but joint and
the cause of all sort of indirect expense, is the
slope of which — require repair.

I attach a tracing of the steel Rail
pattern standard 50 lb. joint, and the Promoter
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 underlayment of the fishplate.

There is no necessity to grow hard covering
with granite or hardwood paving blocks. It will
suffice to provide loose gravel path of, each 15 ft
long, — to metal up well, & put level, with smaller
road metal on gravel well rammed — kept.

I recommend the use of built steel covering,
angle 1 — 8½; and 10 — 12 ft tongue rails with
horns. Sorted handbar to be P. W. S. Storage
drawn pattern (and of Sully & Harmer).

F.W.S.

16-5-77

E.R.

When the G.O. is in position,
about Madras District Railway Co.
is in the Trench and not p. t.
anybody, I copy and not to put it
on Eng. & Co. & Co. and on with
the G.O. in his power

F.W.S.

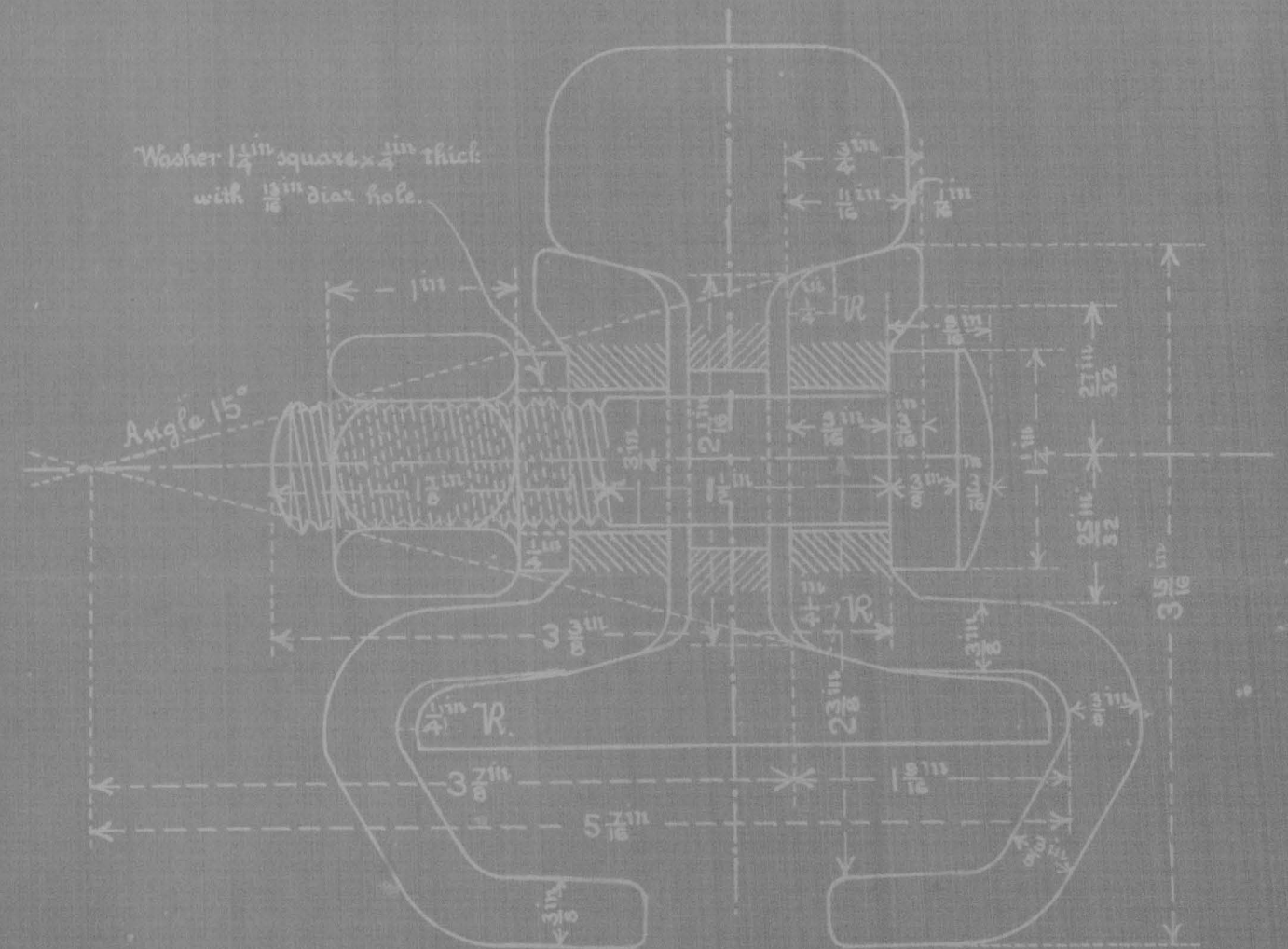
17/5

See instructions to Dringston
Plug R. F.W.S.

STANDARD 50 LB. FISH PLATE

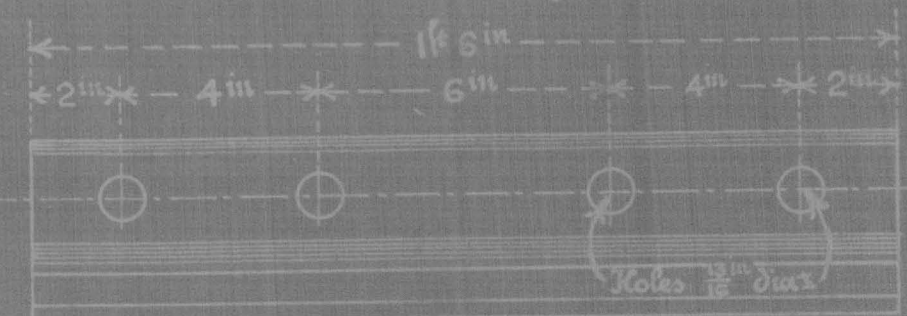
WEIGHT ABOUT 14 LB.

SECTION



ELEVATION.

Scale — $\frac{1}{4}$ Size.



20/5/94

Papers to be read in Proceedings:—

Again G.O., dated *9th May* 1899, No. *550-557 Ry*
 Again G.O., dated 189 , No. *189*
 Current No. *535 R.* of 1899, dated *14th Sept 99*, from *Mr. Wilson & Co. M. S.*
 " " " 189 , " " "
 " " " 189 , " " "
Note by Mr. Ry. for Ry. dated 16-5-99

ORDER.

No 583. Ry dated 18/5/99
 Section 8 of the Madras District Drainage Ordinance stipulates that the Promoter plan showing the proposed method of constructing & laying down the drainage & a statement of the material intended to be used therein must be approved by Govt. & the local authority before work can be proceeded with. The proposals submitted by the promoter have been criticised in the Note by the Engrs. and above, and approved in kindly recorded & their ~~wholly~~ being modified in accordance with the ^{the accompanying letter is} ~~the~~ Note.

FMS

To Messrs Wilson & Co. Madras *16/5/99*
 The Caretaker for Railways
 " P. O. Dept. Buildings & Railways
 " Local & Municipal Dept. *18/5*

16/5/99