M.R.O. 1—77,005—8-6-37.

(1) Number of pages 14

(2) Date of repair 18-1-40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Finance DEPARTMENT.

G.O. No. 1388 Press Mis.
125-129

Dated 10-10- 1872.

125-129 8/9

Not to be folded or roughly handled

Read the following papers:—

No. 125. From Major J. F. FISCHER, R. E., Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, Fort St. George, dated Dowlaishweram, 28th April 1871, No. 283.

Adverting to G. O. of the 9th February 1871, No. 406, I have the honour to forward several sections of the Mardam Nullah, near Bowdara, on the road from Vizianagram to Kassipur, on which the bridge lately failed.

2. I visited the site myself in my late tour and examined the ruins of the bridge. From the manner in which the flooring and the rear apron have been entirely removed, and from the position occupied by pieces of the fallen piers, I have no doubt the bridge blew up.

3. The flood no doubt was an extremely heavy one and very probably charged with large quantities of debris, upwards of sixteen inches of rain having fallen in three days. It will be seen the waterway afforded by the bridge was less than that required for so heavy a flood, and, as no front apron or retaining wall had been provided in the design when the arches became choked, it was easy enough for the water to scour out the well-foundations and destroy the structure.

4. In my inspections in the Vizagapatam District I observed that at every bridge the front apron and retaining wall had been omitted, why I cannot imagine; but I have ordered these to be always put in in future as on them depends, more than on anything else, the safety of the structure in all cases when to avoid expense the natural waterway has been considerably contracted.

5. I do not propose restoring this as a masonry work entirely as I am of opinion such sites as nullah beds having such steep inclines as little of the waterway as possible should be interfered with. An iron girder bridge is far better adapted for such localities, and I would recommend one being ordered out from England and landed at Bimlipatam, whence the road is quite passable for bandies to the site. Three spans of eighty feet each are required, the piers to be fifteen feet high.

6. I examined another bridge of forty-five feet span destroyed on the Cherpapilli Road, about four miles out of Vizianagram. Here the accident evidently occurred from a number of tanks breaching above from the heavy fall of rain. To all appearances the bridge of itself afforded quite sufficient waterway for the nullah over which it was thrown; but from the manner in which the approach on one side was swept away the flood must have gone far beyond the ordinary banks of the nullah.

No. 126. From Lieutenant-Colonel J. F. FISCHER, R. E., Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, Fort St. George, dated Dowlaishweram, 8th July 1872, No. 1345.

With reference to G. O., No. 45, dated 9th May 1871, I have the honour to forward, herewith, for the information and orders of Government, an extract from

the Proceedings of the Local Fund Board, Vizagapatam Circle, informing me that they are at present unable to allot funds for the work noted in the margin, for which plans and estimate were submitted to them on the 12th June 1872.

Bridging the Gostanadi at Mardam, near Bowdara, on the road from Vizianagram to Parvatipur, Rupees 62,000.

EXTRACT from the Proceedings of the Local Fund Board, Vizagapatam Circle, held at Vizagapatam on the 25th of June 1872, No. 10.

* * * *

XII. Read Superintending Engineer's letter, dated 12th June 1872, No. 992, forwarding an estimate, amounting to Rupees 62,000, for bridging the Gostanadi at Mardam, near Bowdara, on the road from Vizianagram to Parvatipur.

Resolved that the Superintending Engineer be informed that the Local Fund Board are at present unable to allot funds to this work.

* * * *

VIZAGAPATAM,
29th June 1872.

(Signed) R. J. MELVILLE,
President.

No. 209.

MEMORANDUM.

The undersigned is not prepared to lay before Government the subject of Lieutenant-Colonel Fischer's letter, No. 1345, of 8th July, unless supplied at the same time with the papers to which it refers.

(Signed) G. W. WALKER, Colonel, R. E.,
Secretary to Government, P.W.D.

To the Superintending Engineer, 1st Division.

No. 127. From Lieutenant-Colonel J. F. FISCHER, R. E., Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, Fort St. George, dated Dowlaishweram, 10th September 1872, No. 2158.

With reference to your Memorandum, No. 209, dated 28th July 1872, I have the honour to forward, herewith, the necessary papers, as per margin, connected with the Mardam Bridge, and request you will be good enough to lay the subject before Government for their consideration and orders thereon.

One plan of girder bridge.
,, section of Gostanadi River.
,, abstract estimate
,, copy of report from Captain Beatty.

No. 128. MEMORANDUM.

The Chief Engineer is of opinion that five spans of forty-five feet would give waterway sufficient if for masonry piers were substituted cast-iron cylinders on piles screwed well into the river-bed.

Should masonry piers be retained he would have the well-foundations sunk down to the river-bed and dispense with the apron wells above and below. Before

carrying out either work it would be necessary that borings should be made in the river to ascertain exactly the depth of bed.

The cost of a bridge of five spans with cylinders on screw piles, including labour for screwing and erection but exclusive of carriage from Madras, would be about Rupees 27,500; and including carriage, land arches, and other extras of the original estimate, would not exceed two-thirds of its amount.

OOTACAMUND,
28th September 1872.

(Signed) G. W. WALKER, Colonel, R. E.,
Chief Engineer, P.W.D.

Referred to the Financial Department with Memorandum by the Chief Engineer.

(Signed) G. W. WALKER, Colonel, R. E.,
30th September 1872. *Secretary to Government, P.W.D.*

No. 129. ORDER THEREON, 10th October 1872, No. 1388.

The Superintending Engineer, 1st Division, submits for the orders of Government a communication received by him from the Local Fund Board, Vizagapatam Circle, to the effect that they are at present unable to allot funds for the re-construction of the bridge over the Gostanadi near Mardam, on the road from Vizianagram to Parvatipur, estimated to cost Rupees 62,000.

2. The Government do not doubt that the Local Fund Board are fully alive to the desirability of carrying out the work in question, and do not see that anything would be gained by their interference in the absence of funds available for the purpose.

3. The Memorandum of the Chief Engineer will be communicated to the Local Fund Board through the Board of Revenue.

(True Extract.)

Acting Under Secy. to Govt.

To the Public Works Department, with enclosures returned.
,, Board of Revenue.

Exd. A. S. Rodgers.

Govt. of {1872} Madras.

FINANCIAL.

To

THE PUBLIC WORKS DEPARTMENT, &c., &c., &c.

Dated October, 10*th*.

Read.

Encl.

G. O., 10*th October* 1872, *No.* 1388.

OCTOBER.
Nos. 125—129.

Passing orders in connexion with the subject of the re-construction of the bridge over the Gostanadi, near Mardam, on the road from Vizianagram to Parvatipur, and directing that the Memorandum of the Chief Engineer on the subject be communicated to the Local Fund Board through the Board of Revenue.

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Memorandum.

The Chief Engineer is of opinion that 5 spans of 45 feet would give waterway sufficient, if for masonry Piers were substituted Cast Iron Cylinders on piles screwed well into the River bed.

Should masonry Piers be retained he would have the well foundations sunk down to the River Bed, and dispense with the apron walls above and below. Before carrying out either work it would be necessary that borings should be made in the river to ascertain exactly the depth of bed.

The cost of a bridge of 5 spans with Cylinders on screw Piles,

including labour for screwing and erection, but exclusive of carriage from Madras would be about Rs 27,500; and including carriage, land arches, and other extras of the original estimate would not exceed two thirds of its amount.

C. Winther Lt R.E
Chief Engineer
D. P. W.

Ootacamund
28th September
1872

To. The Financial Department
with letters from the Supt Engr 1st Div. dated 28th April 1871 and 8th July 1872 Nos 283 and 1345 with enclosure.
Memos: by Chief Engineer D. P. W. dated 8th & 9th May 1872.
G. O. No 406 dated 9th April 1872.

To be returned.

Superintending Engineer's Office, 1st Division.

Dowlaishwarum, 10 September 1872

No. 2150

From

Lieut.-Col. J. F. Fischer R.E.

Acting Superintending Engineer

1st Division

To

Colonel G. H. Walker R.E.

Secretary to Government D. P. W.

MADRAS

Sir,

With reference to your Memorandum No 209 dated 28th July 1872, I have the honor to forward herewith the necessary papers as per margin, connected with the Mardam Bridge, and request you will be good enough to lay the subject before Government for their consideration and orders thereon.

I have the honor to be

Sir

Your most Obt Servant

J. F. Fischer Lieut.-Col. R.E.

for A.G. Supt Engineer 1st Division

Encl. 1872 Dept

From

Chf. Engineer. D.P.W.

Ry Cir. 10th October 1872. No. 128

R/28 Sept
R/10 Oct

Cir. No. 1388

Memorandum No 1943

Forwarded with their opinion papers on the subject of bridging the Godavery River in Rajahmundry Dt.

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B

Financial Department.

PROCEEDINGS of the **MADRAS GOVERNMENT**

Read letter from Supt Engineer 1 Dn 28 Augt. & 8 July 72 & 10 September 1872

Read the following ~~letter~~ from the Chief Engineer, Public Works Department, dated 20th September 1872.

Order thereon by Govt 10 Oct 1872 No 1388.

The Superintending Engineer, 1st Division, submits for the orders of Government a communication received by him from the Local Fund Board, Vizagapatam Circle, to the effect that they are at present unable to allot funds for the reconstruction of the bridge over the Gostanadi near Mardam on the road from Vizianagram to Parvatipur. ~~estimated cost~~ The Rs. 62,000 —

A V.

P.P. 1872 Oct. 6.

From The Superintending Engineer, First Division.

To The Secretary to Government Department Public Works

Madras

Dated 10 September 1872

Received. 18 "

No. 2458

Enclo.

Subject.

Reference for Consideration and Orders & Forwarding Certain Papers connected with the Mardam Bridge

Referred to the Financial Department with Memo by the Chief Engineer.

Mardam Bridge.

Secy: to Govt P.W.D. 30 September 72.

Copied & Registered

Entered in Register

Dept

2. The Government do not doubt that the Local Fund Board are fully alive to the ~~desir~~ desirability of carrying out the work in question ~~at~~ at the earliest possible date, and do not see that anything would be gained by their interference in the absence of funds available for the purpose.

3. The Memorandum of the Chief Engineer will be communicated to the Local Fund Board through the Board of Revenue.

J.

To

The ~~Chief Engineer~~, Public Works Department.
with Enclosures returned
Board of Revenue.

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51/4580

Govt. of {187 } Madras.

Financial

To

The Pub. Wor. Dept.

Dated 10 Oct. } 1872, No. 1300.
Recd. }

Nos. 125-129.

Passing orders in connection with the subject of the reconstruction of the bridge over the Gostanadi near Narsapur on the road from Vizianagram to Parvatipur, and directing that the minute of the Chief Engineer on the subject be communicated to the L. P. Bd. thro' the Bd. of Revenue.