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(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1915 Press Mis.

84-86

Dated 7-11-1874.

7/8

Not to be folded or roughly handled

Read the following papers:—

No. 84. Proceedings of the Board of Revenue, dated 12th October 1874, No. 2962.

Read the following letter from W. S. WHITESIDE, Esq., Collector and President, Local Fund Board, North Arcot, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Palmanair, 17th September 1874, No. 490:—

I HAVE the honor to forward, for the sanction of Government, three plans and one detailed estimate, with specification report, for the construction of a bridge of 5 arches of 40 feet span each, at a cost of Rupees 20,140, across the Chittoor river at Kattamanchi on the road from Chittoor to Cuddapah (Item No. 4 in Part 2 of the Statement II.-A of the current year's budget of the Chittoor Circle).

2. The line is a trunk road with a very heavy traffic over it, and leads to Damalchervu, Cuddapah, Kurnool, and several other important commercial places in the north of the district. Besides this, the portion of the road from Chittoor to the limits of Puttalpat, the point where it branches off to Tripatti and Nayadupett, is passed by a vast number of pilgrims and traffic of all kinds from southern and western districts to the sacred hill at Tripatti; the average number of passengers is estimated to about 1,000 a-day and 500 vehicles, and the number is greater during the rainy months from September to December. The river is narrow and its course deep in many places, and the current is usually very rapid, so that it is the more dangerous to passengers crossing it during the rainy season. During my experience of the district, I have known of several instances in which passengers and carts were detained for a length of time on either sides of the river when it was full in freshes.

3. An estimate for Rupees 16,000 for bridging this river was received from the Public Works Department in the year 1867, but the undertaking appears to have been postponed for want of the required funds. The present estimate is a revised one, and the excess of Rupees 4,140 over the original estimate is due partly to a change in the design of providing arches of 40 feet span instead of 36 feet, as originally intended, and partly to an advance in the rates of labor and cost of materials since the first estimate was framed. An allotment of Rupees 8,000 is provided for this work in the current year's budget on the original estimate of Rupees 16,000.

4. Though the work appears in the current year's budget, I regret I was not able to submit the estimate and plans to the Board of Revenue within the first four months of the present official year as required by Local Fund Rule, as they were, after repeated calls, only received from the District Engineer with his letter, dated 1st ultimo, and were approved by the Local Fund Board of the Chittoor Circle at their last meeting held on the 1st instant. As there are only 6½ months of the official year before us, I request the Board will be pleased to obtain the early sanction of Government for the above estimate.

ENCLOSURES Nos. 1 to 3.—Plans.

ENCLOSURES Nos. 4 and 5.—Estimate with Specification Report.

THE estimate, for constructing a bridge of 5 arches of 40 feet span each across the Chittoor river at Kattamanchi on the road from Chittoor to Cuddapah at a cost of Rupees 20,140, will be submitted to Government for favorable consideration after reference to the Chief Engineer.

(A true Copy and Extract.)

(Signed) J. GROSE,
Secretary.

Referred to the Chief Engineer for his opinion.

24th October 1874. (Signed) D. F. CARMICHAEL,
Acting Chief Secretary.

No. 85.

NOTE.

The Chief Engineer is not satisfied that the high flood level of this river has been accurately determined. The section at highest floods is entered in the specification report at 1,300 feet, the product of a mean width of 260 by a depth of 5 feet, over which the water-way allowed professes to be 50 per cent. in excess. In the report it is said that the river-bed is of sand, and has a fall of 14 feet per mile; in the plan the nature of soil is stated as hard. A deep bed of the river is spoken of in the report, as that 6 feet below which the wells of the foundations are to be commenced; but the section shows a singularly level bed not varying seven inches in 240 feet.

2. Doubting as he does the correctness of the assumed high flood level, looking to the heavy fall and to the general description of the river given by the Collector, and in the absence of specific information as to the river-bed derived from borings, the Chief Engineer, as at present informed, considers a sixth span advisable.

3. Should 40 feet spans be adhered to, the thickness of the arches at top must be increased, $1\frac{1}{2}$ feet being insufficient, and it will be well to make the central pier an abutment pier. The spaces proposed to be left hollow over the piers should be built solid, to weight them and enable them the better to resist the thrust of the arches.

4. Should further inquiry show that the river never exceeds the level shown, and that a hard bed is soon reached under the sand, the Chief Engineer would be inclined to use 8 spans of 30 feet in preference to 6 of 40 feet, and lower the road-way two feet.

5. Some errors of scale in the survey and sections, and other indications in the papers submitted, would lead the Chief Engineer to form an opinion that the District Engineer has not sufficiently checked the details of the Range Officer's proposals. This check should not be neglected under any impression that final review by the Chief Engineer renders it unnecessary.

27th October 1874. (Signed) G. W. WALKER, Colonel, R.E.,
Chief Engineer, P.W.D.

No. 86. ORDER THEREON, 7th November 1874, No. 1915.

The estimate will be returned for revision or explanation with reference to the Note by the Chief Engineer.

(True Extract.)

D. F. CARMICHAEL,
Acting Chief Secretary.

To the Board of Revenue, with Enclosures returned.

Exd. F. R. Bantleman.

The Chief Engineer is not anticipated that the High Flood Level of this River has been accurately determined. The Section at highest floods is entered in the Specification Report at 1300 ft. The product of a mean width of 260 ft. depth of 5 ft; over which the Waterway allowed professes to be 50 per Cent in excess. In the Report it is said that the River bed is of sand, & has a fall of 14 ft per mile; in the plan the nature of soil is stated as hard - A deep bed of the River is spoken of in the Report, as that, 6 feet below which the Wells of the foundations are to be commenced, but the section shews a regular & level bed not sloping seven inches in 240 feet -

~~Should~~ Doubting as he does the correctness of the assumed High Flood Level, looking to the heavy fall and to the general description of the river given by the Collector,

Govt. of India Works.

FINANCIAL.

To

The BOARD OF REVENUE.

Dated November, 7th.

Read.

G.O., 7th November 1874, No. 1915.

Read.

NOVEMBER.
Nos. 84—86.

Bridge across the Chittoor river at Kadapa
mandal, North Arcot District.—The estimate
amounting to Rupees 20,140, for construction of the
bridge returned for revision or explanation with
reference to the Note by the Chief Engineer.

med in the absence of the
:cipic information as to
the River bed derived from
borings, the Chief Engi:
:neer as at present informed
considers a ~~fifth~~ sixth span
advisable -

Should 40 ft spans be ad:
:hered to, the thickness of the
arches at the crown must be in:
:creased; 1½ ft being insuf:
:ficient - and it will be
well be make the central
Pier, an Abutment Pier -
The spaces proposed to be left
hollow over the Piers ~~will~~
~~would better~~ should be filled solid;
to weight them, & enable
them the better to ~~stand~~
resist the thrust of the
arches -

Should further inquiry
shew that the River never
exceeds the level shewn,
and that a hard bed is
soon reached under the
sand, the Chief Engineer
would be inclined to use
8 spans of 30 ft in prefer:
:ence to 6 of 40 ft, & lower
the Abutting 2 feet -

Lt. R.K.
27.10.74

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opinion that the District
Engineer has not sufficient:
:ly checked the details of
the Range Officer's Instru:
:ctions - This check should not
be neglected under any sup:
:position that final revision
by the Chief Engineer renders
it unnecessary -

C. Warburton Lt. R.E.
Chief Engr D.P.W.

24.10.74.

No. 2,962.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 12th October 1874.

Read the following letter from W. S. WHITESIDE, Esq., Collector and President, Local Fund Board, North Arcot, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Palmanair, 17th September 1874, No. 490 :—

I HAVE the honor to forward, for the sanction of Government, three plans and one detailed estimate, with specification report, for the construction of a bridge of 5 arches of 40 feet span each, at a cost of Rupees 20,140, across the Chittoor river at Kattamanchi on the road from Chittoor to Cuddapah (Item No. 4 in Part 2 of the Statement II.-A of the current year's budget of the Chittoor Circle).

2. The line is a trunk road with a very heavy traffic over it, and leads to Damalchervu, Cuddapah, Kurnool, and several other important commercial places in the north of the district. Besides this, the portion of the road from Chittoor to the limits of Puttalpat, the point where it branches off to Tripatti and Nayadupett, is passed by a vast number of pilgrims and traffic of all kinds from southern and western districts to the sacred hill at Tripatti; the average number of passengers is estimated to about 1,000 a-day and 500 vehicles, and the number is greater during the rainy months from September to December. The river is narrow and its course deep in many places, and the current is usually very rapid, so that it is the more dangerous to passengers crossing it during the rainy season. During my experience of the district, I have known of several instances in which passengers and carts were detained for a length of time on either sides of the river when it was full in freshes.

3. An estimate for Rupees 16,000 for bridging this river was received from the Public Works Department in the year 1867, but the undertaking appears to have been postponed for want of the required funds. The present estimate is a revised one, and the excess of Rupees 4,140 over the original estimate is due partly to a change in the design of providing arches of 40 feet span instead of 36 feet, as originally intended, and partly to an advance in the rates of labor and cost of materials since the first estimate was framed. An allotment of Rupees 8,000 is provided for this work in the current year's budget on the original estimate of Rupees 16,000.

4. Though the work appears in the current year's budget, I regret I was not able to submit the estimate and plans to the Board of Revenue within the first four months of the present official year as required by Local Fund Rule, as they were, after repeated calls, only received from the District Engineer with his letter, dated 1st ultimo, and were approved by the Local Fund Board of the Chittoor Circle at their last meeting held on the 1st instant. As there are only 6½ months of the official year before us, I request the Board will be pleased to obtain the early sanction of Government for the above estimate.

ENCLOSURES Nos. 1 to 3.—Plans.

ENCLOSURES Nos. 4 and 5.—Estimate with Specification Report.

1915

Finl. 1874. Dispatch.

Board of Revenue, MADRAS.

PROCEEDINGS, 12TH OCTOBER 1874, No. 2,962.

Dated 20 Oct. 74. Encl. 5

2 Sl.

No. 2231

Received 24. October

OCTOBER. With ward
No. 2,962.

Bridge—across the Chittoor river at Kattamanchi, on road from Chittoor to Cuddapah, in North Arcot District.—Estimate, amounting to Rupees 20,140, for construction of — submitted for favorable consideration of Government after reference to the Chief Engineer.

2

Referred to the Chief Engr for his opinion
D Hamilton
Sy Chief Secy
24/10/74

4 Certified to be the estimate will be returned for revision with the Chief Engineer's opinion thereon

Ld. Board of Revenue

Ld. Board of Revenue with reference to the Chief Engineer's letter dated 27/10

C 25/10. R 29/10

Ld. F. R. Bantleman

THE estimate, for constructing a bridge of 5 arches of 40 feet span each across the Chittoor river at Kattamanchi on the road from Chittoor to Cuddapah at a cost of Rupees 20,140, will be submitted to Government for favorable consideration after reference to the Chief Engineer.

(A true Copy and Extract.)

Secretary.

To the Acting Chief Secretary to Government, Financial Department,
with five Enclosures.

" the President of the Local Fund Boards, North Arcot District.
" the District Engineer, North Arcot.
" the Officiating Controller of Public Works Accounts.

Govt. of {1874} Madras.

Financial.

To

The Board of Revenue.

G. O. Nov.r 4 ,, 1874, No. 1915.

Nos. 84. 86.

Bridge across the Chittoor river at Kattamanchi N. Arcot Dt. The Estl. amt. is Rs. 20140 for Construction of the Bridge returned for revision or Explanation with ref. to the Rolé by the Chief Engineer.