3. Initials of Referencer.

M.R.O. 1—88,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons 29. 10 57

G.O. No. 2019 Press Mis.

85-88

Dated 27 —— 60 19/85/7

Not to be folded or roughly handled

D.F. 6/9/37

Fort Saint George, Public Works Consultation of 29th October 1857.

Read the following papers.

No. 85. From Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 29th July 1857, No. 2443.

SIR,

1. In Extract Minutes Consultation No. 1684, dated 18th September 1856, Government in passing orders on Extract from my Proceedings No. 6533 of the 15th Idem, observed, that they expected a full report of the causes of the accident to the bridge at Moodlapoor on Trunk road No. 12 in the Bellary District, and requested the submission of an estimate for re-placing the destroyed bridge.

2. The above order was communicated to the Collector, and District Engineer of Bellary, with Extract from Proceedings No. 6727 of the 23rd September 1856.

3. With a letter No. 30 of the 30th September, the Collector forwarded a Plan and estimate received from the District Engineer, for re-building the bridge, but the design not being approved of, the plan was returned for revision, with Extract from Proceedings No. 7223, dated 14th October 1856.

4. On the 13th December, with a letter No. 428 a revised Plan and estimate were submitted by the District Engineer, and were again returned with Extract from Proceedings No. 9613 of the 20th January 1857 in consequence of their having been imperfectly prepared, and forwarded without the full report required by Government of the causes of the accident to the bridge.

5. On the 18th February, with a letter No. 119, the District Engineer forwarded copy of a Report from Lieutenant Campbell on the destruction of the bridge the principal cause assigned, being insufficient water way. The bridge consisted of 4 arches of 12 feet span, and at the time it was destroyed, the water had risen above the crown of the arch, and flooded the road for a distance of 450 yards.

6. The soil on which the bridge was built is reported to be of a very treacherous nature and was scoured out during the flood to a depth of 9 feet below the level of the bed of the stream, between the abutments. With this report, the District Engineer stated, the necessity of again revising the plan, that previously forwarded having been condemned by Lieutenat Campbell.

7. In Extract from Proceedings No. 10563, dated 2nd March 1857, it was observed, that though the destruction of the bridge had been reported as far back as September 1856, no final decision had been arrived at as to re-building it, and the District Engineer was requested to furnish with the least practicable delay, a Plan and estimate for such a bridge as he considered would meet the requirements of the stream.

8. The estimate which I have now the honor to submit, was received in the Central office on the 11th Instant, and amounts to Rupees [7,480] seven thousand four hundred and eighty; provision is made for 7 oval arches each of 28 feet span, the details of the work being given in the accompanying report marked A.

9. The design of the bridge proposed to be constructed, meets with my approval, and the estimate, which is framed on moderate and sufficient data, is under the present order to stop all works, recommended for entry in the Budget of 1858-59.

Letter from Lieutenant J. F. FISHER, District Engineer of Bellary; to Colonel C. E. FABER, Chief Engineer, dated Oravaconda, 4th July 1857, No. 123.

SIR,

I have the honor to forward an estimate for a bridge over the Moodlapoor Vunka on Trunk road No. 12, together with a Section of the nullah a plan of the bridge and a general report.

2. This work is in place of one carried away by the freshes of last year, the old bridge of 4 arches was completely destroyed by the heavy freshes, but as these were caused by the bursting of 3 or 4 tanks above the site of the bridge, I have not considered it worth while to estimate for the full section of the nullah the water-way for the flood of 1851, has been pointed out as shewing a section of 4149 square feet. The proposed bridge provides a clear water-way of 2324 square feet which I considered will be sufficient as a good flooring and retaining walls are added and the embankment is to be raised, if it is considered necessary an apron can be placed in rear to prevent the scour.

3. The bridge foundations rest on wells according to the proposed plan but I fear these will be very difficult to sink in this District unless we have well sinkers sent up to us, but as the soil is only sand and the rough stone foundations with retaining walls are not generally approved of I have been obliged to adopt the wells.

4. Lieutenant Campbell reports they had found sand to a depth of 10 feet below this no harder soil had been sought for as either by wells are rough stone we can secure a firm foundation.

Letter from Lieutenant J. F. FISHER, District Engineer of Bellary; to Colonel C. E. FABER, Chief Engineer, dated Bellary, 18th February 1857, No. 119.

SIR,

1. I have the honor to forward copy of a report from Lieutenant Campbell of the Engineers on the destruction of the bridge at Moodlapoore on Trunk road No. 12.

2. Lieutenant Campbell considers in sufficient water-way as the chief cause of the accident and deems it advisable to make a greater allowance with proposed plan, I would beg therefore to be allowed to revise the plan and estimate formerly submitted and substitute a larger work with more substantial foundations.

3. The Salt soil mentioned by Lieutenant Campbell is very treacherous, in dry weather it will bear any thing almost, whilst in the rains it is perfectly soft, it would perhaps be advisable in this case to throw in rough stone until a perfectly hard pavement is formed and then build on it as proposed by Lieutenant Campbell.

Letter from Lieutenant J. M. CAMPBELL, 2nd Assistant Civil Engineer 3rd Division; to Lieutenant J. F. FISHER, District Engineer of Bellary, dated Camp Pennahoblem, 11th February 1857, No. 60.

SIR,

I have the honor to inform you, that in compliance with your letter of 26th January I a few days ago visited Moodalapoor and examined the site of the bridge on No. 12 Trunk road

which was carried away during the last rains. That deficiency of water way was the principal cause of this accident, there can, I think, be no doubt. The Bridge consisted of 4 arches of 12 feet span and when it was carried away, I learn from the Overseer who visited the spot, a day or two afterwards, and got a good deal of information from the villagers, the water rose above the crown of the arches, and spread along the whole length of the road embankment, a distance of about 450 yards, this with an average depth of 4½ feet, gives an amount of water that the bridge though aided by another of one arch 12 feet span at a short distance from it was totally inadequate to carry off. Thus I think that however substantially the bridge had been built, some accident must have happened; but besides, from the way in which it went. I incline to believe that the foundations were also deficient. The Villagers, who had fled to the embankments, for safety, say that just as the water was topping the embankment, the bridge seemed to be lifted up bodily and fell in a massa considerable distance down stream nothing was left but one abutment, and wingwalls and a portion of the other and between them a hole 9 feet in depth, being, I believe, for I have no plan, 3 feet below the foundations of the piers which had thus been completely undermined. If this had not been the case, I think the arches would have been blown up, and the piers perhaps left standing, or at least only partly destroyed. The Nullah is a very nasty one the bottom being of a soft salt earth, while at the site of the bridge there is now 9 feet of sand at least. I doubt the foundations of the proposed new bridge being of sufficient depth; I should think 9 or 10 feet would be requisite with retaining walls to the full depth or a pavement laid for the whole length on which the Piers and abutments should be built. For such a flood as last years, too I am afraid the proposed water way will not be found sufficient.

1. Estimate of Rupees (7,480) seven thousand four hundred and eighty, for constructing a bridge of 7 oval arches of 28 feet span across the Moodlapoor Vunkah on Trunk road No. 12.

2. The bed of the Nulla is of sour clayey earth with at least 10 feet depth of sand in the centre channel and has a fall of 12⅓ feet per mile.

3. The foundations of the bridge are to be of rough stone in chunam 3 feet deep resting on wells sunk 6 feet deep.

4. The cutwaters of the Piers are to be connected with each other and with those of the abutments by retaining walls in front and rear built of rough stone in chunam 3 feet deep and the floorings, under the arches are to be of rough stone and grit.

5. The Piers are to be 4 feet thick and the abutments to have a mean thickness of 6½ feet raised to a uniform height of 4 feet above the foundation the versed sine of the arches to be 10 feet giving a total height of 14 feet to their saffits, and allowing a clear height of 6 feet above the highest flood for the passage of trees or other floating bodies: the bridge will provide 2,324 square feet of waterway, the section of the Vunka during the highest floods of (1851) being 4149 square feet.

6. The superstructure of the bridge is to be of brick in chunam. The bricks are of ordinary kind and are plastered over. The cutwaters are to be fixed with stone roughly dressed.

7. The parapets are to have no interior cornices and the roadway over the bridge is to be made orizantal as well as the approaches to it. Over the arches its clear width between parapets will be 18 feet and between wingwalls 24 feet.

(Signed) J. F. FISHER, Lieutenant,
District Engineer of Bellary.

Estimate of the probable Cost of re-constructing the bridge over the Moodlapoor Vunkah on Trunk road No. 12.

Talook.	Name of work.	Measurement. Length.	Breadth.	Height.	Supl. sqr.	Cubic Contents.	Particulars of works.	Rate.			Per.	Amount. Rs.	A.	P.
		32	7	3	,,	672	Foundations to abutments.							
		174	5	3	,,	2,610	Do. to Piers.							
		156	6	3	,,	2,808	Do. to Wing walls.							
		168	4	3	,,	2,016	Piers..... } above.							
		32	6	4	,,	768	Abutments. ..... }							
		156	4	16½	,,	10,296	Wing walls. ..... }							
		392	2	3	,,	2,352	Retaining walls.							
		224	2	5	,,	2,040	Spandril walls.							
		32	7	7	,,	1,568	Backing to abutments.							
		102	4¼	7	,,	3,034½	Do. to Spandrils.							
		224	21	1	,,	4,704	Blocking course over Arches.							
						33,078½								
						12,247/9	Cub. yards of stone work at ...	1	11	,,	Cb. yd.	2,068	11	0
		592	1½	2½	,,	2,220	Parapets.							
		8	2	2½	,,	40	Pillars at end do.							
		21	2	2	,,	84	Cutwaters heads.							
						2,344								
						867/9	Cub. yards of Brick work at ...	3	6	,,	Do.	292	14	0
		287	21	1¾	,,	10,547¼	Arches.							
		48	17	1	,,	816	Spandrils.							
						11,363¼								
						420 8/9	Cub. yards of Arch work at ...	5	8	,,	Do.	2,314	14	3
		224	17	2	,,	7,616								
						282	Cub. yards of Jelly at. ...	,,	4	,,	Do.	70	8	0
		60	30	16½	,,	29,700								
						1,100	Cubic yards of earth for filling in abutments including tamping. } at...	,,	1	3	Do.	85	15	0
		196	24	3	,,	14,112								
						522⅔	Cub. yds. of rough stone flooring. .. ... } at...	1	8	,,	Do.	784	0	0
							74 Wells at...	9	1	2	Each.	671	6	4
							7 Centring at	50	,,	,,	Do.	350	0	0
							6 Small do.	5	,,	,,	Do.	30	0	0
							4 Guard stones.	1	,,	,,	Do.	4	0	0
						* 7,680	Cubic yards of earthwork. ...	,,	1	,,	Cb. yd.	480	0	0
							Sundries.....	5	,,	,,	Cent.	327	11	5
							Total Company's Rupees.....					7,480	0	0

* For removing portions of and raising old embankments.

District Engineer's Office,
Camp Oravaconda,
4th July 1857.

(Signed) J. F. FISHER, Lieutenant,
District Engineer of Bellary.

No. 86. Extract from the Proceedings of the Chief Engineer, dated 14th August 1857, No. 2948.

Read Official Memorandum from the Acting Secretary to Government.

Requests to state when and at what cost the destroyed bridge at Moodlapoor on Trunk road No 12 in the Bellary District was sanctioned and the amount of expenditure actually incurred on the bridge in question. } (Here enter 4th August 1857.)

Resolved to forward copy of the foregoing communication to the District Engineer of Bellary, with a request that he will be good enough to furnish as early as possible the information on the several points therein applied for.

Ordered that a copy of these Proceedings be forwarded to the Secretary to Government Public Works Department for information.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 87. Memorandum from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 29th September 1857, No. 4055.

In an Official Memorandum dated 4th Ultimo, the Acting Secretary to Government P. W. D. called for information as to when and at what cost, the bridge at Moodlapoor on Trunk road No. 12 in the Bellary District, was constructed.

2. The Memorandum was referred to the District Engineer with Extract from Proceedings No. 2918, of the 14th Ultimo, and that officer in reply* observed, that as the Moodlapoor Bridge was constructed by the Road Department, the records in the Central office ought to furnish the information called for.

* Letter No. 181, 19th August.

3. Copy of Extract from Proceedings No. 3246, of the 28th Ultimo, in reply to the District Engineer's letter, with the original documents noted in the margin, (to be obligingly returned) are herewith forwarded from which it appears, that there is nothing on record in the Bellary District from which the required information can be elicited.

From Lieutenant Campbell No. 213, dated 7th September.
From the District Engineer No. 219, dated 15th September.

4. In the estimate of Rupees 57,050-12-1 sanctioned 6th May 1854, prepared by Major (now Lieutenant Colonel) Henderson for Trunk road, No. 12, between Anantapoor and Bellary, is entered a Tunnel* of 8 Vents of 6 feet span in the limits of Moodlapoor, and this is probably the work for which the bridge which has been destroyed, was substituted, but the expenditure cannot be ascertained in the Central office, as the bills connected with the late Road Department are in the Offiee of the Accountant General.

* Estimate Rupees 877-6-0.

Extract from the Proceedings of the Chief Engineer, dated 28th August 1857, No. 3246,

Read the following letter from the District Engineer of Bellary.

Informs that the Moodlapoor bridge was constructed by the road Department, and that the records of that Office ought to furnish the information called for by Government. } (Here enter dated 19th August 1857, No. 181.)

Resolved, with reference to the foregoing letter No. 181, dated 19th Instant, to inform the District Engineer of Bellary, that there is no Plan or estimate of the Moodlapoor bridge constructed on Trunk road No. 12 to be found among the records of the late road Department transferred to the Central Office, that Officer will therefore be good enough to forward, if obtainable from the records of the road Department in his District full particular regarding the structure.

The late Superintendent of roads never had an opportunity of visiting Trunk road No. 12, but has no recollection of the bridge in question, or of any reports regarding it, and is under the impression either that the bridge was an old work, on one that was built on a Plan which never passed through his Office.

(Signed) C. C. JOHNSTON, Captain,
Actg. Suptg. Engineer Northern Circle.

Letter from Lieutenant J. F. FISHER, District Engineer of Bellary; to Colonel C. E. FABER, Chief Engineer, dated Moka, 15th September 1857, No. 219.

SIR,

With reference to Extract from your Proceedings No. 3246, dated 28th August 1857, I have the honor to forward copy of a letter from Lieutenant J. M. Campbell late in charge of

Trunk road No. 12 I regret to say Overseer Bowell has since been remanded to his Corps at Trichinopoly. I believe myself that the work carried away was constructed by the orders of Lieutenant Johnston who was in charge of the road without any reference to the late Superintendent of roads, the work consisted of a small bridge of 4 arches 12 feet span and was apparently quite inadequate to carry off the waters of the Nullah as these rose sufficiently high to completely swamp the old bridge, a few remains of which have been found here and there.

Letter from Lieutenant J. M. CAMPBELL, Acting 3rd Class Executive Engineer; to Lieutenant J. F. FISHER, District Engineer of Bellary, dated Bellary, 7th September 1857, No. 213.

SIR,

With reference to Extract from the Proceedings of the Chief Engineer, No. 3246, under date the 28th August, and your letter of the 19th Idem. I have the honor to inform you, that I have neither Plan or estimate of the bridge built at Moodlapoor on No. 12, Trunk road in my Office. The entire expense of its construction I have no means of ascertaining either, but the outlay on so much of it as was built by Assistant Overseer Bowell may, I believe, be found by reference to his station books.

No. 88. ORDER THEREON, No. 2019; dated 27th October 1857.

In his Proceedings of the 15th September 1856, No. 6533, the Chief Engineer reported to Government the destruction, by heavy rains, of a bridge of four arches at Moodlapoor on Trunk road No. 12 in the Bellary District, and in the orders* passed on that communication, Colonel Faber was requested to submit a full report of the causes of the accident, with an estimate for re-building the destroyed bridge.

* Ex. Mins. Cons. 18th Sept. 1856, No. 1684.

2. With his letter of 29th July last, above recorded, the Chief Engineer sends up a correspondence with the local Officers, from which it appears that the principal cause of the accident was insufficient waterway, and that the soil on which the bridge was built, was of a very treacherous nature. An estimate to the amount of Rupees 7,480 was at the same time forwarded for re-building the structure with seven arches, each of 28 feet span; but as no information had been furnished as to when, and at what cost, the destroyed bridge was sanctioned, and in respect to the expenditure incurred upon it, the Chief Engineer was requested by the Acting Secretary, in an official Memo., dated the 4th August 1857, to supply those particulars. It now appears from Colonel Faber's Memo. of the 20th Ultimo, also recorded above, that no positive information on the points referred to by the Secretary is obtainable, either from the records of the District Engineer of Bellary, or from those of the Central office. The District Engineer however supposes that the work carried away was constructed by the orders of Lieutenant Johnston who was in charge of the road, without any reference to the late Superintendent of roads, and he also reports that Overseer Bowell, who partly Superintended the work, has been remanded to his Corps.

3. The design of the bridge now proposed is approved by the Chief Engineer, and under all the circumstances of the case, the Right Honorable the Governor in Council is pleased to sanction the work for entry in the Budget of 1858-59, at the estimated cost of Rupees (7,480) seven thousand, four hundred and eighty.

(Signed) H. FORBES,
Acting Secretary to Government.

Central Office of Public Works
Fort St. George 29th July 1857.

No. 2443

Public Bridges

From
The Chief Engineer

To
The Secretary to Government
Public Works Department

Sir,

1. In Extract Minutes Consultation No. 1684. dated 18th September 1856, Government are passing on Orders on Extract from my Proceedings No. 6533. of the 15th idem. Observed, that they expected a full report of the causes of the accident to the Bridges at Moodlapoor on Trunk road No. 12 in the Bellary District, and requested the Submission of an Estimate for replacing the destroyed bridges.

2. The above Order was communicated to the Collector and District Engineer of Bellary, with Extract from Proceedings No. 6727. of the 23rd September 1856.

3. With a letter No. 30, of the 30th Septr. the Collector forwarded a Plan and Estimate received from the District Engineer, for rebuilding the bridges, but the design not being approved of, the plans was returned for revision with Extract from Proceedings No. 7223. dated 14th October 1856.

On

4. On the 13th December, with a letter No 428. a revised plan and Estimate were submitted by the District Engineer, and were again returned with Extract from Proceedings No 9613. of the 20th January 1857. in consequence of their having been imperfectly prepared, and forwarded without the full report required by Government of the Causes of the accident to the bridge.

5. On the 18th February, with a letter No 119, the District Engineer forwarded Copy of a report from Lieutenant Campbell on the destruction of the bridge. The principal cause assigned, being insufficient water way. The bridge consisted of 6 Arches of 12 feet span, and at the time it was destroyed, the water had risen above the Crowns of the Arch, and flooded the road for a distance of 150 Yards.—

6. The Soil on which the bridge was built is reported to be of a very treacherous nature, and was scoured out during the flood to a depth of 9 feet below the level of the bed of the stream, between the abutments. With this report, the District Engineer stated, the necessity of again revising the plan, that previously forwarded having been condemned by Lieutenant Campbell.—

7. In Extract from Proceedings No 10563, dated 2d March 1857. it was observed, that tho' the destruction of the bridge had been reported as far back as September 1856, no final decision had been arrived at as to rebuilding it, and the District Engineer was requested to furnish with the least practicable delay, a Plan and Estimate for such a bridge as he considered would meet the requirements of the stream.—

8. The Estimate which I have now the honor to submit, was received in the Central Office on the 11th instant, and Amounts to Rupees [7480] Seven thousand four hundred and eighty; provision is made for 7 oval Arches each of 28 feet span, the details of the work being given in the accompanying report Marked A.

9. The design of the bridge proposed to be constructed, meets with my approval, and the Estimate, which is framed on moderate and sufficient data, is under the present Order to stop all works, recommended for entry in the Budget of 1858/59.—

I have the honor to be,
Sir,
Your most Obedient Servant.—

Colonel
Chief Engineer

Under Sec. Asst. Engr. C.C.

Packet B. List of Enclosures

1 Letter from the Dy Engr Bellary dated 6th July 1857. No 123
1 Do from Do dt 18th Feby 57 No 119
1 Do from Dy Campbell No 60 dt 11th Feby 57
1 Report marked A
1 Estimate and Section

No 2948

Extract from the Proceedings of the Chief Engineer
in the Department of Public Works.
Under date the 14th August 1857.-

Read official memorandum

From the Sy. Secretary to Government
- Requesting to state
what sum a Contract cost the destroyed
bridge at Woodalapoon on Punch Bowl
No 12 in the Bellary District was
sanctioned and the amounts of
Expenditure actually incurred
on the bridge in question..

} Here enter 4th August 1857

Resolved to forward a copy of
the foregoing communication to the District
Engineer of Bellary with a request that he will
be good enough to furnish as early as possible
the information on the several points therein
applied for..

Ordered that a copy of these
proceedings be forwarded to the Secretary to
Government Public Works Department for
information..

Alfred Fuller Colonel
Chief Engineer

Ag
Ag. Sup. Engr N.C.

To
The Secretary to Government
Public Works Department..

189

Public Works Dept
Dated Madras 29th Decr 1857
No 1528.

From
The Chief Engineer
& Secretary to Govt
Public Works Dept

Submits a Copy of Letter
No 3 dated 5th Inst
& Enclosures on Relative to
Expenditure on Woodalapoon
Bridge
No 12 Bellary District

Sir,

I have the honor to forward herewith
for the Chief Engineer's information a Copy of
Letter No 3 dated 5th Instant from the Executive
Engineer Bellary, with Enclosures on the subject
of Expenditure on Woodalapoon Bridge No 12 Bellary
District.

I have the honor to be
Sir
Your most obedient Servant
Secretary to Government

Public Works Dept
Dated Madras 29th Decr 1857
No 1528.

P.W. Con 28 Dec. Madras Records
-- 7 21 July -- 1857 No 2243

Cly. Collr 821

No. 3246

Extract from the Proceedings of the Chief Engineer in the Department of Public Works.

Under date the 28th August 1857.

Read the following Letter from the District Engineer of Bellary.

Informs that the Moodlapoor Bridge was constructed by the Road Department and that the records of that Office ought to furnish the information called for by Government.

C.E. dated 19th August 1857 No. 181

Resolved, with reference to the foregoing Letter No. 181, dated 19th Instant to inform the District Engineer at Bellary that there is no plan or Estimate of the Moodlapoor bridge constructed on Trunk Road No. 12 to be found among the records of the late Road Department transferred to the Central Office, that Officer will therefore be good enough to forward, if obtainable from the records of the Road Department in his District full particulars regarding the structure.

The late Superintendent of Roads never had an opportunity of visiting Trunk Road No. 12, but has no recollection of the

bridge

Re Moodlapoor Bridge
Do to Cuddapah 19th Augt 1857
Extract from the Proceedings of the Chief Engineer
Dated 28th Augt 1857
Received 15th Septr 1857
Delivered to Cuddapah
Dated 15th Septr 1857
Secretary to Govt
Public Works Department
S.G. No. 2449 of 1857
Extract from the Proceedings of the Chief Engineer in the Public Works Department, under date the 28th August 1857.
Read the following Letter from the District Engineer of Bellary, dated 19th August 1857, No. 181.
Informs that the Moodlapoor Bridge was constructed by the Road Department and that the records of that Office ought to furnish the information called for by Government.
Resolved, with reference to the foregoing Letter No. 181, dated 19th Instant to inform the District Engineer at Bellary that there is no plan or Estimate of the Moodlapoor bridge constructed on Trunk Road No. 12 to be found among the records of the late Road Department transferred to the Central Office, that Officer will therefore be good enough to forward, if obtainable from the records of the Road Department in his District full particulars regarding the structure.
The late Superintendent of Roads never had an opportunity of visiting Trunk Road No. 12, but has no recollection of the
Bridge

No. 186.
Cfg Coll. 21

bridges in question, or of any reports regarding it, and is under the impression either that the bridge was an old work, or one that was built on a plan which never passed through his Office.

A true Extract
Signed E. S. Johnston Capt.
Actg. Asst. Engr. 1st. Dist.

30

The District Engineer
of Dallas.

A true Copy
Robert Delafield Colonel
Chief Engineer

No 1055.

17

Memorandum

In an Official Memorandum dated 4th Ultimo, the Acting Secretary to Government P.W.D. called for information as to when, and at what cost, the bridge at Moodlapoor on Trunk road No 12 in the Bellary District was constructed.

3 Inclosures

2 The Memorandum was referred to the District Engineer with Extract from Proceedings No 2948 of the 14th Ultimo, and Letter No 181-19 Aug. that Officer in reply observed, that as the Moodlapoor Bridge was constructed by the Road Department, the records in the Central Office ought to furnish the information called for.

3 Copy of Extract from Proceedings No 3246, of the 28th Ultimo, in reply to the District Engineer's letter, with the original documents noted in the Margin, (to be obligingly returned) are herewith forwarded. From which it appears, that there is nothing on record in the Bellary District from which the required information can be elicited.

From Lieut Campbell No 213 dated 7th Sept.
From the Dist. Engr. No 219 dated 15th Sept.

In

Enclosure in a Memorandum from the Chief Engineer & Secretary to Government P.W.D.

Chief Engineer & Secretary.

P.W.D. 18/9/55

Copy of a Letter from the Chief Engineer Proceedings &c to the Executive Engineer Bellary, dated Bangalore 13th September 1855.

Sir,

I am directed to transmit to you the accompanying Extract from Proceedings of this Office, regarding the Bridge on the Moodlapoor Bridge on Trunk Road No 12.

4

In the Estimate of Rupees
57050-12-1 Sanctioned 6th May 1854, prepared
by Major (now Lieutenant-Colonel) Henderson
for Trunk Road No. 12, between Anantapoor
and Bellary, is entered a tunnel of 8 Tents. Estimate Rs 877-6-
of 6 feet span in the Limits of Moodlapoor,
and this is probably the work for which
the bridge which has been destroyed, was
substituted, but the expenditure cannot
be ascertained in the Central Office, as
the bills connected with the late Road
Department are in the Office of the
Accountant General.

Central Office of P.W.
Fort St. George
29th September 1857

A.H. Taber Colonel
Chief Engineer

A.H.

A. Hub. Engr. N.C.

To
The Acting Secretary to Government
P.W.D.

AP

P. W. 1857 Department
Dto Cover 29th Octr
No 1935.

Memorandum

From The Chief Engineer

To The Actg Secretary to Govt
Genl Department

Dated 29th September 1857
Recd 1st October 1857

S&R No 2019-27th Octr No 4055.

Encls 3 Encls-2 Rild 11/11/57

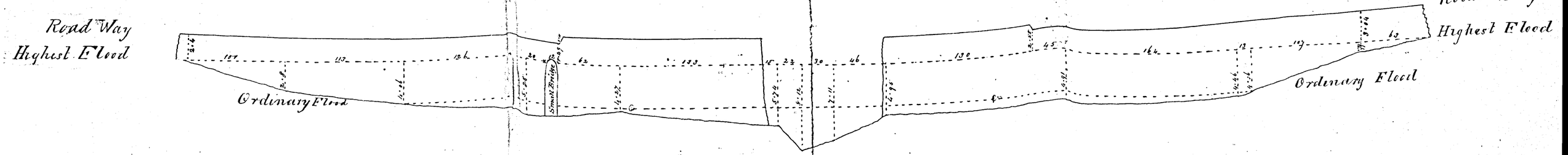
Forwards correspondence in Original regarding the 13 pulls at Moodlapoor as called for in an Official Memo: from the Acting Secretary to Govt dated 4th Ultimo the Bills of the late Road Department being with the Accountant General the expenditure cannot be ascertained.

No 87.

C 19 Oct No 21st

M.R.O. 1—82,400—28-11-60.

Section of Nullah al Moodlapoor
N12 Trunk Road



Horizontal Scale 60 feet to an inch

Vertical Scale 6 feet to an inch

Wm. F. Fishbourne
D.E. of Railway

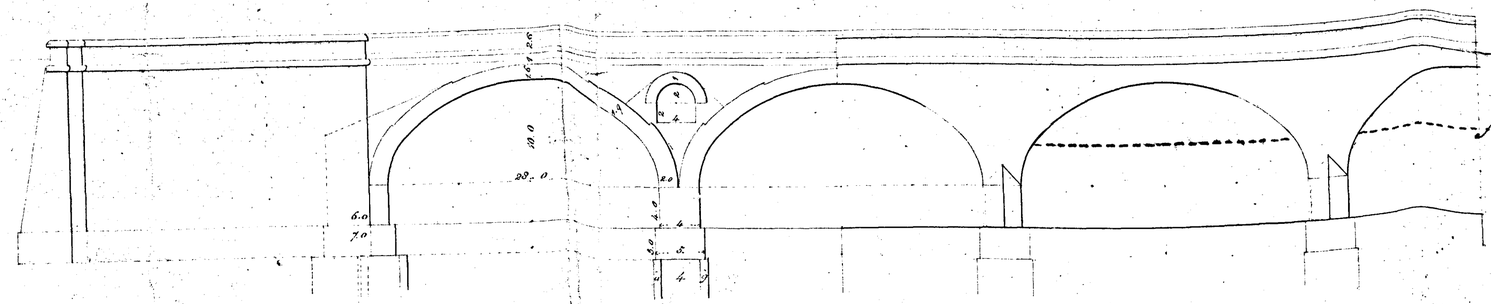
J. M. Caldwell
Exec. Engr. to the Cle

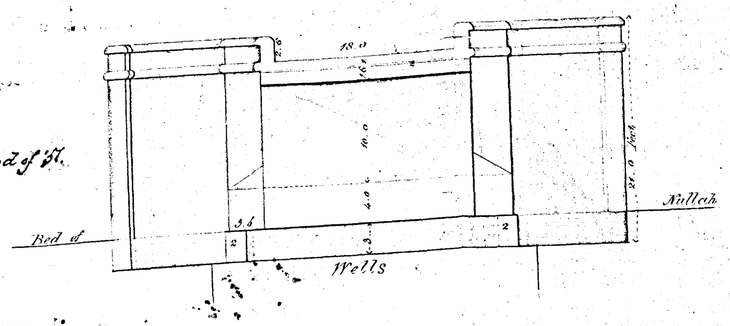
Plan Section and Elivation

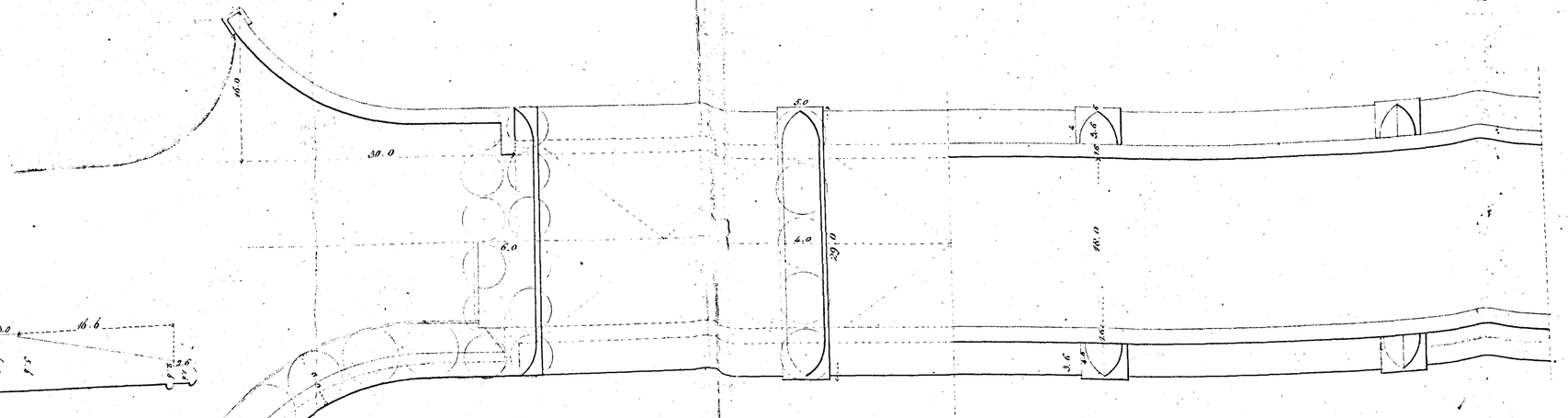
of

a Bridge of 7 Arches

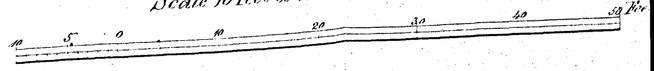
proposed to be constructed across the Moodlapoor Vunkah on Trunk road N° 12 S.







Scale 10 Feet to 1 Inch.



District Engineer's Office
Camp Veravasonda
1st July 1857

Wm. F. Fiehn Lieut.
District Engineer of Bella

No 2019

Extract from the Minutes of Consultation
Under date the 27th October 1857

Read the following

Papers.

From the Chief Engineer

Recd under 29th July 1857

& from the Pres. of the Chief Engr

Recd under 11th Augt " " 2948

Memo. from the Chief Engr.

Recd under 29th Sept. " " 4055

On his proceedings
of the 15th Septr 1856 No 6553
the Chief Engineer reported
to Govt. the destruction by
heavy rains, of a Bridge
of four arches at Mondalson
on Trunk Road No 12 in the
Bellary District, and in
the order passed on that
communication, Col Tabor
was requested to submit
a full report of the
causes of the accident,
with an Estimate for re-
building the destroyed bridge.
With this letter of
Dy.

1 C. in C. 18 Septr 1856.
No 1684.

29th July last above recorded, the Chief Engineer sends up a correspondence with the local Officers from which it appears that the principal cause of the accident was insufficient waterway, and that the soil on which the bridge was built, was of a very treacherous nature. An Estimate of the amount of Rs 7480 was at the same time forwarded for rebuilding the structure with seven arches, each of 28 feet span; but as no information had been furnished as to when, and at what cost the destroyed bridge was sanctioned, and in respect of the expenditure incurred upon it, the Chief Engr was requested by the Secy Secretariat Offg Memo dated the 4th August 1859, to supply those particulars.

It

It now appears from Col Fabers Memo of the 29th Ulto also recorded above that no positive information on the points referred to by the Secy is obtainable, either from the records of the Dist Engr of Bellary, or from those of the Central Office. The Dist Engr however supposes that the work carried away was constructed by the orders of Lt Johnston who was in charge of the road, which any deficiency of the late Supt of Roads, and he also reports that Ensign Powell, who partly superintended the work, has been removed to his Corps

The design of the bridge now proposed to be constructed is approved by the Chief Engineer, and under all the circumstances of the case, the Rs

the

the Government Council
is pleased to sanction
the work for entry in
the Budget of 1868/69
at the estimated cost
of Rs (7480) Seven
thousand four hundred
and eighty.-

By [illegible]

G. Copies to the Chief Engr.
Civil 28

Public Works 1857 Dept.
Dr. to Cons: 29th Octr.

No 2019.

Extract Mins of Cons.
Dd 27th October 57.

Sanctioning for entry
in the Budget of 1858/59 the
Estimate amounting to Rs 7480
for building a Bridge at
Moodlapoor on Trunk
Road No 12 in the Bellary
Distt in lieu of one destroy
on the 26th August 1856.

From the Chief Engineer
Dd Decr 5/00 Ca No 3056 inst

No 85 at 88.

C/9 Cost 121