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MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 3866	Press
347-348	Mis.
Dated 14-10-	1865.

Not to be folded or roughly handled*13*

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*Proceedings of the Madras Government, Public Works Department,
14th October 1865.*

No. 347. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 27th September 1865, No. 475 :—

Read the following letter from R. B. ELWIN, Esq., Agent and Manager Madras Railway Company, to Lieutenant-Colonel J. C. ANDERSON, R. E., Consulting Engineer for Railways, dated Madras, 25th September 1865, No. 684.

SIR,

Adverting to Major Prendergast's letter of the 18th instant, No. 639, forwarding a printed copy of the Proceedings of Government of the 5th instant, No. 2,721, having reference to your recommendation, that a sum of Rupees 30,000, being a proportion of the cost of the iron screw pile bridge, which is being erected across the estuary of the Kuddlehoondy river near Beypoor be debited to the Revenue Account, I have the honor to submit, for the consideration of His Excellency the Governor in Council, a copy of the observations of the Chief Engineer, conveyed in his communication of the 20th instant, No. 424, in the justness of which, I entirely concur, and upon a re-consideration of the subject, shall hope, that the total cost of this bridge will be debited to Capital, as authorized by the Government of India, in their Despatch of the 28th July 1864.

" I have to refer you to the Consulting Engineer's letter No. 752 of the 24th November 1863, with accompanying Proceedings of the Governor General of India, dated Simla, the 23rd September 1863.

" In the 4th paragraph of these Proceedings the Consulting Engineer is directed " to go over the works with the Railway Company's Engineer, and to make out a " schedule of the works that may fairly be considered requisite for completing the " Railway in the general spirit of the contract." In the 8th paragraph of the above " mentioned Proceedings, it is further stated that ' The schedules will include, first, " work remaining to be executed for the completion of works already begun or " sanctioned ; second, proposed new works thought essential for present execu- " tion, &c.' Acting upon these instructions the Consulting Engineer on the 7th " March 1864 (No. 151), wrote to your Office, requesting that either I or my Assist- " ant would accompany him over the Line for the purpose of examining the works " specified in the schedules prior to their submission for the sanction of the Supreme " Government.

" The examination in detail took place on the 14th and 15th of March 1864, and " in the Schedule 2 was included a sum of Rupees 2,64,421, which in common with " the whole of the works therein specified, received the sanction of the Government " of India on the 28th July 1864.

" I submit that upon a perusal of the Proceedings of the Governor General " above quoted, there can be no doubt that these schedules were prepared with a view " to their being charged entirely to Capital, and that sanction was granted in " accordance with that view. In fact in paragraph 9 of the Governor General's " letter it is thus stated :—' Pending the final submission of these schedules, and their " approval by the Government of India, no new sanctions shall be given for works " to be charged against Capital, &c.' If, therefore, the sanction of the Supreme " Government be set aside in this particular instance in the schedules, it may be " equally so with any other of the works therein comprised.

" The remarks of my predecessor, alluded to in paragraph 4 of the Proceedings " of Madras Government, Public Works Department, 15th September 1865, had " simply reference to the durability of the Kuddlehoondy as compared with other " timber structures upon the Line, such for instance as the Tiroor bridge, which " has since been re-placed by an iron bridge, and has been included in Schedule 2 " and charged to Capital.

" The supposition that the Kuddlehoondy timber bridge was intended to be a " permanent work, cannot for a moment be entertained, for the simple reason, that " it is not built upon the centre Line of Railway, but at a distance of a chain from and

*Proceedings of the Madras Government, Public Works Department,
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"parallel to it, and the road laid over it is connected with the main Line by means of sharp reverse curves, which necessitate a constant reduction of speed of all approaching trains."

"That Revenue has derived benefit from this bridge, cannot be doubted, it would in fact be of little use erecting structures of this nature, if they could only be rendered serviceable for the two years during which the Line is chargeable to Capital. I may mention, however, that during the last two or three years, the maintenance of this temporary bridge has been exceedingly costly, amounting in some places to an almost entire renewal of the bearing piles, &c."

1. Submitted to Government with reference to Order of the 15th instant, No. 2,721.

2. The Proceedings of the Government of India, from which the Railway Chief Engineer quotes, was communicated to this Office with Order of the 23rd November 1863, No. 614.

3. It will be observed, however, from paragraph 7 of my letter of the 30th ultimo, No. 431, that it was in April 1863, and not in November of that year, the authority of Government was obtained for re-placing the present timber bridge across the Kuddlehoondy estuary by an iron girder one; and that the estimate for the same was included amongst others which were sanctioned in July 1864.

4. The Proceedings of the Government of India do not preclude this Government from deciding whether a proportion of the cost of any work that has been sanctioned, may not, on information being laid before them, of the necessity for so doing, be charged to Revenue.

5. The iron girder bridge is an entirely new work. Had it been built, in the first instance, together with the other works on the line, the cost to Capital would not have been more than Rupees 2,64,421; whereas if Capital is to bear the whole cost of the present timber bridge, and the cost of the iron girder bridge as well, the aggregate cost will be Rupees 3,18,918, plus the outlay incurred for maintaining the timber bridge for two years after it was opened for traffic. It may, I think, be assumed that Capital has to bear an additional charge of about 60,000 Rupees not originally contemplated; and it is not much to require revenue, which has benefited by the use of the bridge for so many years, to bear a small share of the cost of the new bridge, especially as it will again be credited with about five-ninths of the sum which may be realized by the sale of the timber bridge. Revenue has to bear the

See paragraph 8 of my letter of the 30th August 1865, No. 431.

June 1864, that the Rules which I have referred to in paragraphs 10 and 11 of my

Order No. 461, 23rd July 1864.

6. By referring to paragraph 12 of the Rules laid down by the Secretary of State, it will be seen that in the case of new and improved rails being laid down, the Capital Account should bear the difference between the cost of the new and of the original rails. This case appears to be similar to the one under consideration, and is in itself sufficient to show that the Secretary of State could not have contemplated the total cost of a bridge intended to re-place another, which had been in use for four or five years, being charged wholly against Capital.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
14th October 1865.*

No. 348.

ORDER THEREON, 14th October 1865, No. 3,066.

RAILWAY, No. 28.

The Government have given their careful consideration to the papers submitted by the Consulting Engineer for Railways, and they are of opinion, that in accordance with the principles enunciated in paragraph 12 of the Rules laid down by the Secretary of State for India, and quoted by Colonel Anderson, "Revenue" which has had for upwards of four years the benefit of the wooden bridge built across the Kuddlehoondy river on the South-West Line of Railway is fairly debitable with the small proportion of the cost of the iron screw pile bridge ordered in G. O. No. 2,721, dated 15th September 1865.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

с/з 3066 30.08.4*

Under date the 14th October 1866,

Read the following

also the Chief Eng^r for Railways

Communicating the

observation of the Chief Engineer,

with reference to the allocation (Here enter 25.th Sept/68 Ak 684)

of Revenue of Rs. 30,000 and

of the Coast of the Iron

Bridge over the Middle

Shooley River.

The Government have given their careful consideration to the papers submitted by the Consulting Engineer for Railways, and they are of opinion, that in accordance with the principles enunciated in para 12 of the rules laid down by the Secretary of State for India and quoted by Colonel Anderson, "Revenue" which has had for upwards of four years the benefit of the wooden bridge built across the Kudolukhoondy river

A handwritten signature in black ink, appearing to be "W. H. R.", written over the printed name "W. H. R." at the bottom right of the page.

1865
MADRAS RAILWAY.

From *R. D. / 43.*
The Agent and Manager.

To 31

The Consulting Engineer

for Railways

Dated *Feb 25* 186*5*

Recd. 7-26

No. 684

Communicating the character
of the Chief Engineer, with
reference to the allocation
of Revenue of Rs 30000 out
of the Cost of the Iron
Bridge over the Buddahdy
River

ср. 3066 - 14.08.65

[Handwritten notes:]

No 15. July 65. 361. 2. 2
No 16. July 65. 918. 2. 2
No 17. July 65. 85. 1. 3
No 18. July 65. 335. 1. 3

Copy in Letters England.
22nd October 1865. 68.

No. 347

"of the beating rules, &c."

I have the honor to be,
Very respectfully,
Yours &c.
Wm. J. Jackson
Agent and Manager

7.347

[Signature]

on the South West line of Railway
 is fairly debatable with the small
 proportion of the cost of the
 Iron Screw Pile bridge ordered
 in G. O. No 2721 dated 15th
 September 1865—

W. B.

The Consulting Engineer
 for Railways &

Sept. 16th October
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Copy in a Letter to England
of 21st November 1865 No. 68.

9th W 1865 Dept.
Proc. of Govt for Act

No. 3066
Proc. of the Board
of 14 Octr/65

Iron screw pile bridge
across the Kuddakandy river
near Beypore on the South. West
line of Railway. The Consulting
Engineer informed that a portion
of the cost of it should be
reimbursed to Revenue.

No. 347. 348.