

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3260	Press ~~Mis.~~
740-741	
Dated 30. 10.	1865.

Not to be folded or roughly handled

Read the following :—

No. 740.

No. 518.

Application from the Agent and Manager of the Madras Railway Company, requesting the sanction of Government to the following estimate :—

NORTH-WEST RAILWAY.

DISTRICT No. 9.

	RS.	A.	P.	RS.	A.	P.
Earth-work. { In cuttings and embankments...	1,09,338	11	5			
{ At stations, extra drains, &c. ...	9,000	0	0			
{ Road approaches ...	3,750	0	0			
				1,22,088	11	5
Pitching slopes...				26,193	0	0
Metalling roads ...				5,000	0	0
Masonry bridges, and brick-work ...				4,63,193	14	1
Fencing ...				71,280	0	0
Ballasting ...				42,198	12	0
Permanent Way ...				1,46,380	8	0
Gates ...				5,000	0	0
Miscellaneous ...				8,379	0	0
Maintenance of Way and Works ...				60,750	0	0
Contingencies ...				95,046	2	6
Total...				10,45,510	0	0

Ten lacs, forty-five thousand, five hundred and ten.

1. In submitting the estimates and plans to the Agent and Manager, the Chief Engineer writes as follows :—

“ The water-way has been carefully considered, and the best information procurable in reference to floods has been collected. The greatest flood known in the Pennair, occurred in 1851. The villagers of Jotoor pointed out the height to which the water rose on the walls of their houses, on a temple on the river bank, and at other points; and these being compared by means of a levelling instrument were found to agree to within six inches of each other. The height attained was 212 feet above our datum. In order to provide outlets for the water which in such a flood would accumulate south of our embankment, I have increased the Jotoor river bridge from four thirty feet arches to four sixty-four feet girders, and I have added a double sixty-four feet bridge at 18 miles 70 chains, where the ground is lowest. I have also designed all culverts on this part of the line to be built the full height of the bank, and the gradient has been raised for a short distance back. These alterations I found to be necessary when I visited the locality lately. It will not be necessary to apply for extra land in consequence of the gradient being raised, as stuff can be obtained from the land provided for the double line.”

2. Sections of the District showing the proposed water-way were sent to the Superintending Engineer, 3rd Division, on the 26th ultimo, and he was requested to afford information at an early date, as to whether the provision made by the Railway authorities sufficiently met the requirements of the Public Works Department. He has not yet replied, but a reminder will be sent to him to-day.

500/31st October - of the 3rd 20th

C.A.B.

*Proceedings of the Madras Government, Public Works Department,
30th October 1865.*

3. The District is 26½ miles long, and is divided into two sections. The first being 10 miles, and the second being 10½ miles. The District commences at a point 170 miles, 64 chains, 10 links, from the Arcunum Junction Station, and terminates at 191 miles, 4 chains, and 10 links.

4. The gradients are favorable, the steepest being 1 in 246.38 for a distance of five chains.

5. The Pennair bridge, which is situated about the end of the second Section, consists of 24 spans, each of 64 feet. It is to be built of masonry abutments and piers, with wrought iron girders. The total length of the bridge is 1,669 feet, and the estimated cost Rupees 2,22,653 or Rupees 133.4, for a foot forward.

6. The average estimated cost of the District is Rupees 51,630 per mile, exclusive of Permanent Way materials, Telegraph, Stations, and Superintendence.

7. The rates allowed in the estimates are the same as those passed for the second Section of the 8th District, the estimates for which were sanctioned in Order of the 19th July last, No. 408.

8. There is only one Station, at Tadiputree, which was authorized in Order of the 26th September 1860, No. 577. The plans and estimates for the buildings required there have not yet been submitted by the Agent.

9. Provision is made in the estimates for maintenance of Way for a period of two years.

10. With these remarks, I would recommend for sanction the estimated outlay of Rupees 10,45,510; the plans for the Pennair and other bridges being accepted conditionally, subject to any modifications which may be recommended by the Superintending Engineer of the 3rd Division.

MADRAS, (Signed) J. H. M. SHAW STEWART, Major, R. E.,
21st October 1865. Under Secretary to Government, in charge.
To the Secretary to Government, Public Works Department, Fort Saint George.

No. 741. ORDER THEREON, 30th October 1865, No. 3,260.

RAILWAY, No. 60.

1. The Governor in Council sanctions the estimates submitted by the Consulting Engineer, amounting to Rupees 10,45,510, for District No. 9 of the North-West Line of Railway.

2. The plans of the bridges which are provided for in these estimates will be subject to such modification as may be found to be necessary on the receipt of the report of the Superintending Engineer of the 3rd Division.

(True Extract.)

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

To the Consulting Engineer for Railways, with eight Enclosures.

Exd. S. T. Augustin.

*Public Works Department
No. 3260
Proceedings of the Madras Government
Under date the 30th October 1865
Read the following*

From the Under Secy to Govt in charge

*Application from the Agent
and Manager Madras Railway requesting
the sanction of Government to the
Estimate of District No. 9 of the
North West Line amounting to Rs. 10,45,510--*

4.8. 21st October 1865 No 518

*The Governor
in Council sanctions the
estimates submitted by
the Consulting Engineer,
amounting to Rs 10,45,510,
for the ~~North West Line~~
for District No 9 of the
North West Line of
Railway--*

*The plans of the
bridges which are
provided for in these
estimates will be
subject to such modifi-
cation as may be ^{found to be} ~~seen~~
necessary on the receipt of the report of
the Superintending Engineer
of the 3rd Division.*

*To the Consulting Engineer for Railways
with 8 Enclosures*

Decd. 31st October

C.A.O.

1
1871. 1885. 2000
No. of 500. for 2000

2000

No. of the 2000
2/10 2000

2000

District No. 9 of the
District of Columbia
Reimburse submitted by the
Consulting Engineer for
conducted.

2000. 741