M.R.O. I—77,006—8-6-37.

(1) Number of pages 12

(2) Date of repair 3-3-43

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3529 Press
Mis.-

161-co 2

Dated 6-11- 1864

Not to be folded or roughly handled

No. 101. Read the following:—

No. 419.

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

NORTH-WEST LINE.

District 12, *Section I.*	RS.	A.	P.
Masonry in bridges and culverts	67,444	0	5
Metalling of roads	2,500	0	0
Earthwork in road approaches, at stations, and in cuttings, and embankments	65,787	5	5
Pitching slopes	10,500	0	0
Iron wire fencing	44,000	0	0
Ballasting	27,785	0	0
Permanent Way...	3,77,368	12	0
Miscellaneous—Bungalows, Gates, &c., &c. ...	7,249	8	0
Maintenance of Way and Works for two years.	30,000	0	0
Contingencies	35,207	6	2
	6,67,842	0	0

six lacs, sixty-seven thousand eight hundred and forty-two.

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1. In G. O. dated the 20th June last, No. 1,934, sanction was granted to the estimates of District 11, Section I. The estimates for the 2nd Section have not yet been sent in by the Railway authorities, in consequence, I believe, of the point of junction between the Main Line and the Bellary Branch not having yet been definitively decided upon.

2. The estimates now submitted are for works upon a portion of the branch line, commencing from a point beyond Goondacul, and terminating a little distance on the other side of Chuckeebundy. The distance at which the section commences from the Arconum junction, is miles 235,44,51½, and ends at miles 245,44, 51½ *i. e.*, a length of ten miles. The gradients are favorable; the steepest being 1 in 132, for distances of 62 and 80 chains respectively.

3. It is proposed to construct fifteen bridges and two culverts. The largest bridge is a triple thirty feet opening, with wrought iron girders. Sections of the line, showing the waterway provided for, have been sent to the Collector of Bellary and to the Superintending Engineer, 3rd Division, but I have not yet heard from them on the subject. Should they, however, consider that more waterway is necessary, arrangements can be made with the Railway authorities to provide the same.

4. The difference of level between the extreme ends of the Section is 78·43 feet.

5. The average quantity of earthwork is 31,686 cubic yards per mile, and of masonry 620 cubic yards per mile. These quantities are less than those estimated for upon other sections of the Railway, owing to the masonry works being adapted for a single line only, as approved of in the Despatch from the Secretary of State for India, dated 9th March 1865, No. 6; G. O. No. 235, dated 12th April 1865.

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6. The average outlay per mile, exclusive of station buildings and superintendence, is Rupees 66,784. This is higher than the averages shown in applications for the works proposed upon District 10, Section 2, and District 11, Section 1, owing to a sum of Rupees 2,80,225, the value of permanent way materials, being included in the estimate. This value, and the cost of conveying and laying down the materials upon the line, amount to Rupees 3,77,369, or more than one-half of the aggregate estimated outlay.

G. O. Nos. 1,626 and 1,934.

7. The rates for masonry are Rupees 6 and Rupees 8-12-0, and for earthwork Annas 3 per cubic yard. The higher rate for masonry is 4 Annas in excess of the rate sanctioned for the works on District 10, Section 2.

8. With these remarks, I recommend for sanction the proposed estimated outlay of Rupees 6,67,842.

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

MADRAS,
25th October 1866.

No. 102. ORDER THEREON, 6th November 1866, No. 3,529.

RAILWAY, No. 7.

1. The Government sanction the estimates amounting to Rupees 6,67,842 for District 12, Section I. of the North-West Line of the Madras Railway.

2. The plans of the bridges which are provided for in these estimates will be subject to any modification that may be found to be necessary on the receipt of the replies to the references which are stated to have been made to the Collector and Superintending Engineer.

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

To the Consulting Engineer for Railways, with five Enclosures and one Plan.

Exd. S. T. Augustin.

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No. 419. Madras, 25th October 66.

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

North West Line.
District 12 Sec: 1

		R. a. P.
Masonry in Bridges and Culverts	67,444	" 5 "
Metalling of Roads	2,500	" "
Earthworks in road approaches, at Stations, and in cuttings & Embankments	65,787	5 5
Fitching slopes	10,500	" "
Iron wire fencing	44,000	" "
Ballasting	27,785	" "
Permanent Way	377368	12 "
Miscellaneous—Bungalows. Gates 8m 8m	7,249	8 "
Maintenance of way & works for two years	30,000	" "
Contingencies	35,207	6 2
Rupees.	667842	" "

Six Lacs, Sixty seven thousand, Eight hundred and forty two.

1. In G. O. dated the 20th June last, No. 1934, sanction was granted to the Estimates of District 11 Sec: 1. The Estimates for the 2d Section have not yet been sent in by the Railway authorities, in consequence, I believe, of the point of junction between the main line and the Bellary Branch not having yet been definitively decided upon.

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2- The Estimates now submitted are for works upon a portion of the Branch line, commencing from a point beyond Goondacul and terminating a little distance on the other side of Chuckelbundy. The distances at which the Section commences from the Trunk junction, is miles 235-44-51/2 and ends at miles 245-44-51/2. i.e a length of 10 miles. The gradients are favorable; the steepest being 1 in 132 for distances of 62 and 80 chains respectively.

3- It is proposed to construct fifteen Bridges and two Culverts. The largest bridge is a triple thirty feet opening with Wrought Iron Girders. Sections of the line, showing the waterway provided for, have been sent to the Collector of Bellary and to the Supt. Engineer 2nd Division, but none as yet heard from them on the subject. Should they however consider that more waterway is necessary, arrangements can be made with the Railway authorities to provide the same.

4- The difference of level between the extreme ends of the Section is 78·43 feet.

5- The average quantity of Earthwork is 31,686 Cub: yds per mile, and of Masonry 620 Cub: yards per mile. These quantities are less than those estimated for upon other sections of the Railway owing to the

Masonry

Masonry works being adopted for a single line only, as approved of in the Despatch from the Secretary of State for India, dated 9th March /65 No 6-; G. O. No 235 dated 12th April /65.

6- The average outlay per mile, exclusive of station buildings and Superintendence, is Rs 66,784. This is higher than the averages shown in applications for the works proposed upon District 10 Sec: 2, and District 11 Sec: 1, owing to a sum of Rs 2,80,225, the value of Permanent way materials, being included in the Estimate. This value and the cost of conveying and laying down the materials upon the line, amount to Rs 3,77,369 or more than one half of the aggregate estimated outlay.

G. O. No 1626 & 1934

7- The rates for Masonry are Rs 6 and Rs 8-12-0, and for Earth work Annas 3, per Cubic yard. The higher rate for Masonry is 4 Annas in excess of the rate sanctioned for the works on District 10 Sec: 2.

8- With these remarks, I recommend for sanction the proposed Estimates

Estimated outlay ₹ 6,67,842-0-0.

I Audited ₹ 6,67,842-0-0

Consulting Engineer for Railways

To,

The Secretary to Government

Public Works Dept.

Fort St. George.

P. W. 1866 Dec. 102
Proc. Govt. Dt. 6th October
Railway Department. 4699

From

The Consg. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 25th October 1866.
Received 29th

No. 419.

Enclosures, No. 5 3 6
Plans. 1-3

Application from the Agent & Manager of the Madras Railway Coy. requesting the sanction of Govt. to the Estimate of Rs. 12 Lac. 1 R. W. Line amounting to Rs. 6,67,842.

No. 3529 - 6th November 66

No. 101
C. Dec. 1866 Oct. 12 Letters

Public Works Department.

No. 3529

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 6th November 1866.

Read the following

From the Consg. Engineer for Railways (Here enter No. 419 & 25th October 1866.)

The Government sanction the Estimate amounting to Rupees 6,67,842 for District 12 Section I of the North West Line of the Madras Railway

2. The plans of the bridges which are provided for in these estimates will be subject to any modification that may be found to be necessary on the receipt of the replies to the references which are stated to have

have been made to
the Collector and
Superintendent Engineer

Wb

No 101. 102

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The foregoing
for Railways
with five enclosures of plans

Dept. 7 Nov.

P. W. 1866 Dy. No.

P.W. of Govt. for Works

No. 3529.

P.W. of the Madras Govt.

Dt. 6. Nov. 66.

Estimates for
amounting to Rs. 6,67,842
for works in Dt. 12 Section
I of the North-West Line
of the Madras Railway,
sanctioned with certain
remarks.

Ep. 101. 102.