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G.O. No. <i>896</i>	Press
<i>412-413</i>	Mis.
Dated <i>20-3-</i>	<i>1866</i>

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department.
20th March 1866.

No. 412. Read the following letter from the Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Camp Wandivash, North Arcot District, 27th February 1866, No. 97:—

1. I have the honor to forward, for the sanction of Government, a bill
 1 Bill. amounting to Rupees 2,444 (together
 4 Letters. with correspondence as per margin)
 presented by the Resident Engineer

Indian Tramway Company for certain works carried out by him on behalf of Government.

2. The bill consists of three items, viz.:—	RS.	A.	P.
Earthwork (widening Government road)	1,229	2	2
Certain masonry works	494	0	2
Wooden platform for foot passengers on Cortelliar bridge	720	13	8
Total... ..	2,444	0	0

3. As regards the first item, the Resident Engineer took up for the Tramway, in contravention of the agreement, more than one-half of the Government road; this interfered with his arrangements for bringing up materials, and unasked (in fact out of mere 'courtesy,' as the Agents and Secretaries say) he set to work to widen the Government road with earth. The sum of Rupees 1,229-2-2 represents his charge for so doing. It has been checked by the Range Officer and found correct.

4. In explanation of the second item, Rupees 494-0-2, I may state that some of our culverts on the fourteen and a half miles of road between Arconum and Trunk Road No. 1, although fully capable of sustaining any weight which would be likely to be brought over them on a common road, were considered by the Resident Engineer too weak to support the weight of a locomotive engine and tender. He was consequently permitted to re-construct them, and in some cases this was done in a double width, that is, sufficient both for the Tramway and the adjacent Government road.

5. No. 3 item almost explains itself. The Cortelliar bridge superstructure is formed of open iron work. It seemed desirable that, as the width of the bridge fully admitted of it, pathways should be laid for foot passengers; the Resident Engineer accordingly, on my suggestion, laid down Teakwood platforms, one on each side of the bridge, railed off from the permanent way for their use.

6. It is quite obvious that the maintenance grant, Rupees 3,160, of the Arconum and Conjeeveram road is unable to bear these charges, and I request the Government will be pleased to make a special grant to meet them out of any source at their disposal.

7. With this view the item Rupees 2,444 will be entered in the Saving and further Demands Statement about to be submitted to Government.

No. 413. ORDER THEREON, 20th March 1866, No. 896.

ACCOUNT, No. 50.

1. The Superintending Engineer of the 4th Division submits with this letter a bill of Rupees 2,444, which has been presented by the Resident Engineer of the Indian Tramway Company for

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20th March 1866.

certain works which it is alleged have been carried out on account of Government on the road between Arconum and Conjeeveram.

2. The first item is for widening the road-way at a cost of Rupees 1,229-2-2. It appears, however, that this work was rendered necessary by the Company's Engineer having appropriated nearly two-thirds instead of only one-half of the width of the road; but as the Government only stipulated to furnish the latter, and the additional width was clearly required solely for the convenience of the Company, it is not reasonable to expect that the expense should be met by the Government.

3. The minor bridges on the road having been made only to carry the ordinary small traffic on it, an enlargement of them was manifestly necessary to accommodate the Tramway, and the Government do not therefore see any objection to passing the second item of Rupees 494-0-2, which will be provided for when the Superintending Engineer's statement of savings and demands comes under review.

4. With regard to the third item, the Government understand that the amount handed over to the Company for the Cortelliar bridge covered the cost of a bridge of sufficient width to carry both the railway and ordinary traffic of the road, and in the absence of fuller explanation of the circumstances under which they are now called upon to meet the additional demand of Rupees 720-13-8, they must withhold sanction to this item.

(True Extract.)

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

To the Superintending Engineer, 4th Division, with five Enclosures
- Controller of P. W. D.

Exd. S. T. Augustin.

Superintending Engineer's Office
4th Division
Comptroller of P. W. D.
27th February 1866.
From

Colonel A. J. W. Bailew R.E.
Superintending Engineer
To Colonel C. A. Orr R.E.
Secretary to Government P.W.D.

Enclosures
1 Bill
4 Letters

Sir, I have the honor to forward for the sanction of Government, a Bill amounting to Rs 2444-0-0 (together with correspondence as per margin) presented by the Resident Engineer Indian Tramway Company for certain works carried out by him on behalf of Government.

1. The Bill consists of 3 items viz to
Earth work (widening Govt. Road) Rs 1229-2-2
Certain masonry works Rs 494-0-2
Wooden platform for foot passengers on Cortelliar Bridge Rs 720-13-8
Total Rupees 2444-0-0

2. As regards the first item, the Resident Engineer took up for the Tramway in contravention of the agreement, more than one half of the Government Road; this interfered with the arrangements for bringing up materials, and, much to the regret of the Government, as the Resident Engineer (as he is called) he set to work to widen the Govt. Road with Earth.

The

The sum of Rs 1239-2-2 represents
his charge for so doing. It has been
checked by the Charge Officer and found
correct.

4. In explanation of the 2nd item
of 494-0-2: I may state that
some of our Culverts on the 14 1/2 miles
of Road between Arcamun & Trunk
Road No. 1, although fully capable
of sustaining any weight which would
be likely to be brought over them as a
Common Road were considered by the
Resident Engineer too weak to support
the weight of a Locomotive Engine & Tender.

He was consequently permitted to reconstruct
them & in some cases this was done in a
double width, that is, sufficient both
for the Railway & the adjacent
Government Road.

5. The 3rd item almost explains itself.
The Corbellier Bridge superstructure
is formed of open iron work. It seemed
desirable that, as the width of the
Bridge fully admitted of it, pathways
should be laid for foot passengers;
the Resident Engineer accordingly
on my suggestion ^{laid} down ^{beakwood}
platforms, one on each side of the
Bridge, nailed off from the permanent
way for their use.

6. It is quite obvious that the
maintenance grant of Rs 3160- of the
Arcamun and Angjeneram Road is
unable to bear these charges & -
I request the Government will be
pleased to make a special grant to meet
them out of any source at their
disposal.

7. With this view the item of ^{Rs 2400}
will be entered in the Summary & further
Demands & statement about to be
submitted to Government.

Yours truly,
Your most obedient servant

Arcamun Colonel C.E.
Superintending Engineer
1st Division

Dist. 28 February/66
from Camp Nellar

Public Works Dept
No 896

Proceedings of the Madras Government
Under date the 20th March 1866
Recd the following

From the Supt Engineer of the
S. P. D.

Forwarding for sanction
a Bill 184 2444 (with cor-
respondence) for certain works
executed on the Public Road
between Arcot and Conjeevaram
by the Tramway Compy.

Received 28th February 1866

The Superintending En-
gineer of the S. P. D. submits with
his letter a Bill of Rs 2444, which
has been presented by the Pri-
vate Engineer of the Indian
Tramway Company for certain
works which it is alleged have
been carried out on account of
Government on the road between
Arcot & Conjeevaram.

The first item is
for widening the roadway at
a cost of Rs 1229-2-2. It

[Signature]

[Signature]

[Signature]

4th Jan 1864-22-24.
#5th June 185-903

The Supt Engineer
of the Public Road
between Arcot & Conjeevaram
18th Division

The Secretary
to Government

dated 28th Feb 1866

28th Feb 1866

Statement for sanction
a Bill of Rs 2444 (with cor-
respondence) for certain works
executed on the Public Road
between Arcot and
Conjeevaram by the Tramway
Company.

20th March 1866

20th March 1866

20th March 1866

20th March 1866

appears, however, that this work was rendered necessary by the Company's Engineer having appropriated nearly two-thirds instead of only one-half of the width of the road; but as the Govt only stipulated to furnish the latter, & the additional width was clearly required solely for the convenience of the Company, it is not reasonable to expect that the expense should be met by the Govt.

The minor bridges on the road having been made only to carry the ordinary small traffic on it, and enlargement of them was manifestly necessary to accommodate the tramway, & the Govt do not therefore see any objection to passing the second item of

Rs 494 - 0 - 2, which will be provided for when the Supy Engineer's Statement of Savings & demands comes under review.

With regard to the third item, the Govt understand that the amount handed over to the Company for the Corbellier bridge covered the cost of a bridge of sufficient width to carry both the railway & ordinary traffic of the road, & in the absence of further explanation of the circumstances under which they are now called upon to meet the additional demand of Rs 720-13-8, they must withhold sanction to this item.

20
16
The Dy. Secy to Govt. of P. & A. Accounts
a Controller
21st March

P W 1866 Dep^t
 Pro. of Goat for March
 A. 896

Pro. of the Madras Govt.
 D^y 24th March/66.

Tapping orders on the
 Bill of Rs 2444 submitted by
 the Supt. Engrs of the L. D.
 for works alleged to have been
 carried out by the Indian
 Tramway Co. on the road
 between Arcotum and Coim-
 beram, on account of Govt.

A. 412. 413.