

(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. 1626

Press

~~Mis.~~

526-527

Dated 22. 5. 1866.

Not to be folded or roughly handled

Read the following :—

[No. 216.

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

NORTH-WEST LINE.

District No. 10, Section 2.

	RS.	A.	P.
Masonry in bridges and culverts... ..	1,85,567	10	8
Metalling of roads... ..	2,500	0	0
Earth-work in road approaches and in cuttings and embankments	1,05,405	3	8
Rock cutting	20,000	0	0
Pitching slopes... ..	25,812	8	0
Ditch and mound fence, Rupees 7,500	11,860	0	0
Rough stone wall fence, „ 4,360			
Ballasting... ..	21,012	12	0
Permanent Way	78,323	0	0
Miscellaneous, bungalows, gates, &c.	6,733	8	0
Maintenance of Way and Works	32,997	0	0
Contingencies	49,021	5	8
Rupees ...	5,39,233	0	0

Five lacs thirty-nine thousand two hundred and thirty-three.

1. In application No. 592, dated the 30th November 1865, it was stated that the 1st Section of District No. 10, North-West Line, terminated at miles 202-34-10 from the Arconum Junction Station. From explanation recently received from the Chief Engineer of the Madras Railway, the termination should have been at miles 202-34-59½. The 2nd Section to which the present estimate refers commences at the last named point, and terminates at miles 213-34-51½. The length of the section is miles 10-79-92.

2. There are fourteen planes : nine ascending, one descending, and four level. The steepest gradient is 1-in 129-19 for a distance of 13½ chains.

3. There will be twenty-two bridges and seven culverts across the line. The water-way allowed on this section has been examined, under instructions from the Superintending Engineer, 3rd Division, by an Officer of the Public Works Department, and has been pronounced “to be sufficient for irrigation purposes.” There will be one large bridge at 14 miles 41 chains, of six 64-feet openings, to be spanned with wrought-iron girders, and its cost will be Rupees 49,338.

4. The estimate provides for 5,51,333 cubic yards of earth-work, at 50,166 cubic yards per mile : for 14,750 cubic yards of masonry, at 1,342 cubic yards per mile. The average cost, per mile, for all the works up to the works up to formation level, including the laying of rails and maintenance of works for two years, is Rupees 49,066. This is Rupees 16,827 higher per mile than that of Section No. 1, the estimates for which were sanctioned in G. O. dated the 19th December 1865, No. 3,805. The excess is due to the works on the 2nd Section being heavier

and to the rate for masonry being entered at Rupees 7½ and Rupees 7 and Rupees 8 per cubic yard. The lower rate is for culverts and small bridges and the higher one for all the larger bridges. The higher rates allowed in the estimate for the 2nd Section appear to be necessary.

5. I recommend that sanction be given for the estimated outlay of Rupees 5,39,233.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Cons. Engr. for Railways.

MADRAS,
14th May 1866.

No. 527. ORDER THEREON, 22nd May 1866, No. 1,626.

RAILWAY, No. 53.

The Right Honorable the Governor in Council sanctions the estimates, amounting to Rupees 5,39,233, which are submitted by the Acting Consulting Engineer for District 10, Section II. of the North-West Line of the Madras Railway.

(True Extract.)

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

To the Consulting Engineer for Railways, with four Enclosures.

Ed. S. T. Augustin.

Madras 14 May 1866.

No 216.

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

North West Line

District No 10 Section 2.

Masonry in Bridges & Culverts — Rupees	1,85,567	10	8	—
Metalling of Roads —	2,500	—	—	the
Cartwork in road approaches and in cuttings & embankments }	1,05,405	3	8	!
Rock Cutting —	20,000	—	—	—
Pitching Slopes —	25,812	8	—	—
Ditch & mound Fence — Rupees 7,500.				
Rough Stone Wall Fence — 2360.	11,860	—	—	—
Ballasting —	21,012	12	—	—
Permanent Way —	78,323	—	—	—
Miscellaneous. Bungalows, Gates, &c. —	6,733	8	—	—
Maintenance of Way & Works —	32,997	—	—	—
Contingencies —	49,021	5	8	—
Rupees	5,39,233	—	—	—

Five Lacs, thirty nine thousand, two hundred and thirty three —

In

In Application N^o 592, dated the 28th November 1865, it was stated that the 1st Section of District N^o 10 North West Line terminated at Miles 202.34.10. from the Arcot Junction Station. From explanation recently received from the Chief Engineer of the Madras Railway, the termination should have been at Miles 202.34.59 1/2. The 2nd Section to which the present Estimate refers Commences at the last named point, and terminates at Miles 213.34.51 1/2. The length of the Section is Miles 10.79.92.

2 There are 14 Planes; 9 ascending, 1 descending, and 4 level. The steepest gradient is 1 in 129.19 for a distance of 13 1/2 chains.

3 There will be 22 Bridges and 4 Culverts across the line. The waterway allowed on this Section has been examined, under instructions from the Superintending Engineer 3rd Division, by an Officer of the Public Works Department, and has been pronounced "to be sufficient for irrigation purposes." There will be one large Bridge at 14 miles 40 chains, of 60 feet openings, to be spanned with wrought Iron Girders, and its cost will be Rupees 49,338.

4 The Estimate provides for 5,51,333 cubic

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Cubic yards of Earthwork at 50.166 Cubic yards per mile: for 14,750 Cubic yards of Masonry, at 1342 Cubic yards per mile. The average cost, per mile, for all the works up to the works up to formation level, including the laying of rails and maintenance of works for two years, is Rupees 49,000. This is Rupees 16,827 higher per mile than that of Section N^o 1, the Estimates for which were sanctioned in L. O. dated the 19 December 1865, N^o 3805. The excess is due to the works on the 2nd Section being heavier, and to the rate for Masonry being entered at Rupees 7 1/2 and Rupees 8 1/2 per Cubic yard, while the rates in the Estimate for the 1st Section were not above Rupees 7 and Rupees 8 per Cubic yard. The lower rate is for Culverts and small bridges, and the higher one for all the larger Bridges. The higher rates allowed in the Estimate for the 2nd Section appear to be necessary.

5. I recommend that sanction be given for the estimated outlay of Rupees 5,39,233.

Wm Stewart Major R.E.
Acting Consulting Engineer Railways

PROCEEDINGS of the MADRAS GOVERNMENT

Under order of the 21st May 1866
Read the following

From the Ag. Eng. Rly. Railway.

(Here enter No. 216 dated 11th May 1866.)

21-0

The Right
Honorable the Governor
in Council sanctions the
Estimates amounting to
Rupees 5,39,233 which
are submitted by the
Acting Consulting Engineer
for District 10, Section II
of the North West Line
of the Madras Railway

The Comm. Engr. for Railways
with enclosures

Recd. 23rd May.

W. B.

21st May 1866
The Acting Consulting Engineer
for Railways
To the Secretary to Govt.
P. M. Dept.

Date 14th May 1866
Recd. 15th May 1866

No. 216
Estimate - 1
Rupees - 5.

Application from
the Board of the engineering
the M. R. Company, request
ing the sanctioning Govt.
to the estimate of Rs. 5,39,233
see 22nd May 1866

21st May 1866 - 22nd May 1866

21st May 1866

Dated 32 May 1886

19/5/1886
J. M. V.

Estimates amounting
to Rupees 5,39,233 for works
for District 10, of the
North West Line of the
Madras Railway, are
tendered.

Rs 526.524

16th May 1886