M.R.O. 1—77,006—8-6-37.

(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. 674-75 Press ~~Mis.~~

29-31

Dated 1 3 1870.

**Not to be folded or roughly handled**

*Proceedings of the Madras Government, Public Works Department, 1st March 1870.*

No. 29. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 26th February 1870, No. 82:—

REFERRING to G. O., No. 493, dated the 12th instant, I have the honour to report, for the information of the Government of India, that the estimate of the cost of re-constructing the bridge at the Colar Road Station on the Bangalore Branch of the South-West Line of the Madras Railway, provides for the accommodation of one line of rails only, although the masonry of the bridge itself is adapted for a double line. The Bangalore Branch, as well as the rest of the South-West Line, is constructed in this manner throughout, in accordance with the original sanction.

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No. 30. ORDER THEREON, 1st March 1870, No. 674.

RAILWAY, No. 2.

ORDERED that this letter be forwarded to the Government of India.

(True Extract.)

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

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No. 31. DOCKET No. 675, dated 1st March 1870.

COPY of the above forwarded to the Government of India with reference to Major Williams' letter, No. 160-R., of the 24th January 1870.

(True Extract.)

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

Exd. E. C. Shunker.

Consulting Engineer's Office

Railway Department

No: 82.

From

Major J. H. M. Shaw Stewart R. E.
Consulting Engineer for Railways.

To

Colonel C. A. Orr R. E.
Secretary to Government
Public Works Department
Fort Saint George

Sir,

Referring to G. O. No: 493, dated the 12th instant, I have the honour to report for the information of the Government of India that the estimate of the cost of reconstructing the bridge at the Colar Road

Road station on the Bangalore Branch of the South-West Line of the Madras Railway, provides for the accommodation of one line of rails only, although the masonry of the bridge itself is adapted for a double line. The Bangalore Branch, as well as the rest of the South-West Line, is constructed in this manner throughout in accordance with the original sanction.

I have the honour to be
Sir
Your most obedient servant

Madras
26th February
1870

Major R.E.
Cons: Engr for Railways.

P. W. Department.

No. 674

Proceedings of the Madras Government.

Under date the 1st March 1870.

Read the following.

From. The Consulting Engineer for Railways. } P. W. No. 82 of 26th February 1870

Ordered that this letter be forwarded to the Govt. of India.

To the Secy. for Railways.

Docket No. 675 dated 1st March 70.

Copy of the above forwarded to the Govt. of India with reference to Major Williams' letter No. 160 R of the 24th January 1870.

In. S. desp. 1/3/70.
S. C — 10/3/70.

In. S. desp. 1/3/70
O. C — 10/3/70.

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From Govt. of India P. W. Dept.
No. 793
The Consulting Engineer for Railways.

To
The Secretary to Govt.
P. W. Dept.

Dated 26th Feb 70.
Rec'd 28th

No. 82.

Has nothing the information required by the Govt. of India in letter No. 160 R. of 24th Jan. 1870.

Nos 674 & 675 - 1st March 70

No. 29

Cue 793

Govt. of 1870: 35 Letts.

PUBLIC WORKS.

To The Consulting Engineer for Railways and to the Secretary to the Govt of India

Dat. 1

Rcd.

G. O., 1st March 1870. No. 674 & 675

Nos. 27-28 31

Bridge (Ry) Reporting orders on the letter from the Chief Engr stating that the estimate for the cost of reconstructing the bridge at the Colar road station on the Bangalore branch of the Madras Ry provides for the accommodation of one line of rails only, whilst the piers of the bridge itself is adapted for a double line

Bridge (Ry) A Copy of the Govt. Order on the Chief Engr's letter stating that the estimate for reconstructing the bridge at the Colar road station on the Bangalore Branch of the Madras Ry provides for the accommodation of one line of rails only, although the masonry of the bridge itself is adapted for a double line; forwarded