MRO 1—77,006—8-6-37.

(1) Number of pages 17

(2) Date of repair 2.5.44

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

E.K

Government of Madras.

DEPARTMENT.

G.O. No. 1121-22 Press
481-184 Mis.

Dated 23 6 1911.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 28th June 1871.

No. 487. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 13th June 1871, No 262 :—

2 Estimates
2 Drawings

WITH reference to paragraph 7 of G. O, No 2,710, of the 12th November last, I have the honour to submit two estimates of the cost of putting up hand-railings and foot-paths on the girder bridges of the Madras Railway, amounting in the aggregate to Rupees 37,869.

2 The design of the hand-rails was considered some time ago by the Committee, and on their report on an experimental one, dated 1st March 1871, paragraph 5, the Government approved of its application to all the larger girder bridges in G. O, No 942, dated 30th March 1871.

3. The Agent applies for the cost to be allocated to Capital, as for an improvement upon the original construction. Under paragraph 8 of Sir Charles Wood's despatch, No 17, dated 9th March 1864, such allocation is correct, and Government of India have also explained in their most recent orders of the 15th March 1871, No 193, paragraph 4, that the principle is to be kept in mind that the Capital account shall represent the actual cost of the permanent works of the Railway.

Vide G O, No 946, dated 30th March 1871

4. The only question that arises is on account of each general estimate being a summary of several minor estimates. The average cost for each bridge is Rupees 773, though for one (the Toongabudra) the amount is Rupees 5,782, and the smallest amount is Rupees 141. Again, the cost of the addition in each case is proportional to the magnitude and original expenditure on the construction of the bridge, so that, relatively, each item of estimate is for a minor addition to an existing work—(that for the Huggry bridge is an exception, as the bridge is not yet built). Now, the Government of India have ruled in their letter No 1,481 of 28th September 1869, that all trifling additions and alterations are to be charged to Revenue, and again the orders of the 6th February 1871, No 49 A—R, are to the effect that no charge below Rupees 5,000 is to be admitted against Capital on lines open more than two years. By this latter ruling then if each estimate be dealt with separately the whole cost of the hand-rails on the South-West Line would be debitable to Revenue, while for the North-West Line the estimate for the Toongabudra bridge would be chargeable to Capital, as well as some of the minor estimates for the portion of line recently opened to traffic.

Vide G.O, No 3,453, dated 27th October 1869

Vide G O, No. 595, dated 1st March 1871.

5. I am of opinion, however, that each aggregate estimate for the South-West and for the North-West Lines should be considered as one, the improvement is in reality the provision of that which should have been a part of original construction, and is required to be carried out generally over the whole length of the Madras Railway. I therefore recommend that application be made to the Government of India for sanction to the expenditure of Rupees 35,930-13-6 from Capital funds.

6 Funds are available from the Budget allotment for "Reserve to mee unforeseen requirements," Rupees 1,35,000.

No 488 ORDER THEREON, 28th June 1871, No. 1,727.

RAILWAY, No 56.

ORDERED that the following letter be sent —

(Here enter No. 1,728, dated 28th June 1871.)

(True Extract)

(Signed) J. CARPENDALE, Colonel, R. E.,
Secretary to Government.

PUBLIC WORKS DEPARTMENT,
FORT ST GEORGE, 28*th June* 1871.

No 489.

No. 1,728.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 57.

SIR,—The accident that occurred in October last on the North-West Line of the Madras Railway consequent on the failure of the bridge across the Cheyaur suggested to this Government the expediency of appointing a Committee to examine the foundations not only of that structure but of the other bridges on the line, and one of the points remitted to the Committee for consideration was the contrivance of some arrangement by which the watchmen on the Railway might traverse open girder bridges at all times with safety and convenience in order to inspect their condition before the passage of trains

2. To effect this object the Chief Engineer suggested an experimental hand-rail, which was fitted to a wrought-iron girder bridge of four 64-feet openings across the Jootoor river on the North-West Line. The hand-rail consisted of standards formed of ordinary bar-iron bolted firmly on to the end of each sleeper and supporting three lines of fencing wire, the path being formed of one width of plank laid over the sleepers. This contrivance was found by the Committee to fully answer its purpose, and the Government having approved of its adoption, in the case of all the larger girder bridges, the Consulting Engineer submits the accompanying estimates aggregating Rupees 37,869

		RS
South-West Line	... .	8,493
North-West Line		29,376
	Total .	37,869

3. On the principle that all outlay on improvements upon original construction of a permanent character should be debited to Capital, the Agent proposes to allocate the charge to that account. This would seem to be in consonance with the views enunciated in Sir Charles Wood's Despatch, dated 9th March 1864, No. 17, and in the letter from the Government of India of the 15th March 1871, No 193, but as the average cost for each bridge will be Rupees 773, and the expenditure will vary according to the original cost of each structure, the outlay on the Toongabudra bridge being estimated at Rupees 5,782, the Consulting Engineer raises the question whether each estimate should be separately dealt with, in which case the whole cost of the hand-rails on the South-West Line will fall on Revenue, while on the North-West Line, Capital and Revenue will be debited with a proportionate share of the outlay. Regarding the improvements however of such a nature as should properly have formed part of original construction, and taking into consider-

ation the fact that they are to be carried out on the entire line, the Consulting Engineer considers that the estimates for the South-West and North-West Lines should be respectively taken in the aggregate, and the expenditure charged to Capital In this opinion His Excellency the Governor in Council concurs, and I am accordingly to request sanction to the estimates and to the charge being met from the Budget provision of Rupees 1,35,000 for unforeseen requirements.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R E.,

Secretary to Government.

Exd S T. Augustin.

CONSULTING ENGINEER'S OFFICE

Railway Department.

No 262-

From Major H.G. Prendergast R.E.,
Consulting Engineer for Railways,

To Colonel W. Garstin R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

With reference to paragraph 7 of G O No 2918 of the 13th November last, I have the honour to submit a calculation of the cost of putting up hand railings and foot paths on the girder bridges of the Madras Railway, amounting in the aggregate to Rs 37,869.

The design of the hand rails

Enclosures
2. Estimates
2 Drawings

pauls was considered sometime ago by the Committee, and on their proposal was sanctioned experimental one, dated 1st March 1871 para 5. the Government approved of its application to all the larger girder bridges in G.O. No: 942 dated 30th March 1871.

3. The Agent applies for the cost to be allocated to Capital, as for an improvement upon the original construction. Under para 8 of Sec Charles Wood's despatch No: 17 dated 4th March 1864, such allocation is correct, and Government of India have also explained in their most recent orders, of the 18th March 1871 No: 193 para 11, that the principle, is to be kept in mind, that the Capital account shall represent the actual

vide G.O. No: 942 dated 30th March 1871

actual cost of the permanent works of the Railway.

4. The only question that arises, is, on account of each general estimate being a summary of several minor estimates. The average cost for each bridge is Rs 773: though for one, the Toongabudra, the amount is Rs 5782; and the smallest amount is Rs 1141. Again the cost of the addition in each case, is proportional to the magnitude, and original expenditure on the construction, of the bridge; so that relatively each item of estimate is for a minor addition to an existing work—(that for the Huggery bridge is an exception, as the bridge is not yet built). Now the Government of India have ruled in their letter No: 1481 of 28th September

vide G.O. No: 3453 dated 27 October 1869

September 1869 that all Lifting redeductions and alterations are to be charged to Revenue; and again the orders of the 6th February 1871, No. 119 A.R., are to the effect that no charge below 5000 Rs is to be admissible against Capital on Lines open more than 3 years. By this latter ruling then if such estimate be dealt with separately, the whole cost of the Grand Trunk Line would be debitable to Revenue, while for the North West Line, the estimates for the Soongabadra Bridge, would be chargeable to Capital, as well as some of the minor estimates for the portions of line recently opened to traffic.

vide G.O. No. 595 dated 18 March 69

I am of opinion however, that

that each aggregate estimate, for the South West, and for the North West Lines, should be considered as one; the improvement is inseparable; the provision of that which should have been a part of original construction, and is required to be carried out generally over the whole length of the Madras Railway. I therefore recommend that application be made to the Government of India for sanction to the expenditure of Rs. 35,930-13-6 from Capital funds.

Funds are available from the Budget allotment for "Redeem-

to

No 1727.

Madras State Rlys

Construction Letters Received

for the year 1728.

From the Secretary to Government, P.W.D.

Fort St. George.

Received 4th Dec. 1728.

Answered 4th Dec. 1728.

No. 1727.

Dated 1st June 1871.

Received 4th June 1871.

No. 262.

Submitting Rate Statement of the cost of putting up hand railings to foot paths of the Girder Bridges on the Line of Ry.

No. 1727-1728-28 Letters.

Rs. 1727 Hand for June

RAILWAY DEPARTMENT

No. 2742

From

The Consulting Engineer for Railways.

To

The Secretary to Government, P. W. Department, Fort St. George.

Dated 1st June 1871.

Received 4th June 1871.

No. 262.

Submitting Rate Statement of the cost of putting up hand railings to foot paths of the Girder Bridges on the Line of Ry.

No. 1727-1728-28 Letters.

Per 15 April 1871 @ 374 Rails
" 11 Rivets 1/2 — 217-218
" 27 Coil 1/6 — 547-548
" 1 Rivet 1/1 — 3/8 — 4
" 30 — — — 702-703
" 30 — — — 710-714

Rs. 487

e. 21st June 1871 R. 22nd

with the previsions enunciated in Sir Charles Wood's Despatch dated 9th March/64, No 19, and in the letter from the Govt of India of the 15th March/71, No 193, but as the average cost for each bridge will be Rs 773, and the expenditure will vary according to the original cost of each structure, the outlay on the Tungabudra bridge being estimated at Rs 5782, the Chf Engineer raises the question whether each estimate should be separately dealt with, in which case the whole cost of the hand rails on the South West Lines will fall on Revenue, while on the North West Lines Capital and Revenue will

be debited with a proportionate share of the outlay. Regarding the improvements however of such a nature as should properly have formed part of original Construction, and taking into consideration the fact that they are to be carried out on the entire line, the Chf Engineer considers that the debit make for the South West and North West Lines should be respectively taken in the aggregate, and the expenditure charged to Capital. In this opinion His Excellency the Governor in Council concurs, and

I am accordingly to request
sanction to the estimates
and to the charge being
met from the Budget
provision of Rs. 1.35,000
for unforeseen require-
ments.

Dated 29/6/71 with two
Volumes of two Estimates

Further Rec'd 20/5 of 12 August 71

Govt of {1871 Madras.

PUBLIC WORKS.

To The Secretary to the Govt of India

Dated

Read

G O 28 June 71, No 1727-1728.

Nos. 1187-1188 1489