M.R.O. 1—77,006—3-6-37.

(1) Number of pages 16

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2409-10 Press Mis.

353-55

Dated 21 9 1871.

Not to be folded or roughly handled

No. 353. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 29th August 1871, No. 368 :—

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

Revised estimate of the cost of the bridge over the Huggry river consisting of thirty-four 64-feet openings, with wrought-iron girders, over screw pile tressle and cylinder piers, Rs. 5,87,758.

The sanction of the Government of India is requested to the outlay of this amount from Capital funds.

2. The bridge* was originally designed to be of screw piles, but it is represented in the Agent's letter of the 29th April 1871 that the sand is much deeper than had been supposed, and as it is objectionable to use jointed piles it has been proposed to substitute iron cylinders in 24 out of the 33 piers. The additional cost from the change of design is Rupees 1,52,205.

* Sanctioned in G. O., No. 3,781, dated 3rd December 1868.

Vide G. O., No. 1,319, dated 13th May 1871.

From the borings recently taken, as shown on the section, the greatest total length of cylinder will be 78 feet 8 inches, and the greatest depth below the surface of the sand 68½ feet.

3. No additional allotment of funds is required for Indian expenditure in the official year 1871-72 by reason of the alteration of the design, but there was no allotment of funds entered in this year's Budget for the bridge, as it had been expected that the work would have been completed by the 31st March 1871. Funds are, however, likely to be available from the aggregate of the Budget grant under "Engineer's Department," Rupees 11,82,031, and I recommend that the authority of Government be given for the disbursement of one lac from that source in the present year.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

No. 354. ORDER THEREON, 21st September 1871, No. 2,409.

RAILWAY, No. 36.

ORDERED that the estimate received with this letter be forwarded for the sanction of the Government of India.

(Here enter No. 2,410, dated 21st September 1871.)

(True Extract.)

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

To the Acting Consulting Engineer for Railways.

Ed. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 21*st September* 1871.

No. 355.

No. 2,410.

To

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

RAILWAY, No. 37.

SIR,—I am directed to forward herewith a revised estimate, amounting to Rupees 5,87,758, for the construction of the Huggry bridge on the North-West Line of the Madras Railway, and to explain that, owing to the great depth of sand which on recent examination is found to exist in the bed of the river, the screw piles originally intended to be used in the formation of the piers of the bridge are represented to be unsuitable for a certain number of the spans, and it is considered necessary that cylinders should be substituted, at an enhanced cost of Rupees 1,52,205.

2. I am accordingly to request that the sanction of the Government of India may be accorded to the outlay, which it is proposed to charge to Capital.

3. The Indian expenditure during the current official year is estimated at Rupees 1,00,000, and, as there is no provision in the Budget to meet the charge, the Consulting Engineer proposes to provide the amount from savings anticipated in the grant of Rupees 11,82,031 for the "Engineering Department."

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

No. 368.

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

Revised estimate of the cost of the bridge over the Huggry river consisting of 34 sixty four feet openings with wrought iron girders over screw pile trestle and cylinder piers Rs. 5,87,758.

The sanction of the Government of India is requested to the outlay of this amount from Capital funds.

2. The bridge was* originally designed to be of screw piles, but it is represented in the Agent's letter of the 29th April 1871, that the

* Sanctioned in G.O. No 3781 dated 3rd Oct 1868.

Vide G.O. No 1319 dated 13th May 1871.

sand is much deeper than had been supposed, and as it is objectionable to use jointed piles; it has been proposed to substitute iron cylinders in 24 out of the 33 piers. The additional cost from the change of design, is Rupees 1,52,205.

From the borings recently taken as shown on the section, the greatest total length of cylinder will be 78 feet 8 inches: and the greatest depth below the surface of the said, 68½ feet.

3.

No additional allotment of funds is required for Indian expenditure in the Official year 1871-72, by reason of the alteration of the design: but there was no

allotment of funds entered in this year's Budget for the bridge, as it had been expected that the work would have been completed by the 31st March 1871. Funds are however likely to be available from the aggregate of the Budget grant under "Engineer's Department" Rupees 11,82,031: and I recommend that the authority of Government be given for the disbursement of 1 lac from that source, in the present year.

Major R.E.

Acting Cons: Engineer for Rys.

Madras
29th August
1871

To The Secretary to Govt.
P. W. Department
Fort Saint George.

Rev 3rd Dec/68 R 91-92
& 18 March/71 -239-240

P.W. 1871 Dept

Pro: of Govt for Dept

1871.

No 4069.

From

The Consulting Engineer
for Railways,

To

The Secretary to Govt
P.W.D.

Dated 24th
Received 30th August 1871.

No. 368
1 Estimate
1 Plan

Application from the Agent & Manager of the So. R. Comp^y, requesting the sanction of Govt, to the revised estimate of the cost of the bridge over the Hagry river.

No 2409-2410-21st Sept/71

No 353
6 Oct/71 31st Aug/71 Rec 15th Sept

No 2409. P.W.D.

Proceedings of the Madras Govt

Read the following:-

From

The Cons^g Engineer
for Railways } (N.E. No 368 & 29th Aug/71)

Ordered that the Estimate received with this letter be forwarded for the sanction of the Government of India.

To The Consulting Engineer
for Railways.
Desp^d 27/9/71.

2410
N.E. No dated 21st Sept/71

To The Secretary to the
Government of India
Public Works Department

Sir,

I am directed to forward herewith a revised estimate amounting to Rs 5,87,758. for the construction of the Huggry

Huggay Bridge on the
North West Line of the
Madras Railway, and to
explain that, owing to the
great depth of sand which
on recent examination is
found to exist in the bed
of the river, the screw
piles originally intended
to be used in the formation
of the piers of the bridge
are represented to be un-
suitable for a certain number of the spans.
And it is considered necessary
that Cylinders should be
substituted at an enhanced
cost of Rs. 152,205.

I am accordingly to
request that the sanction
of

of the Government of India
may be accorded to
the outlay, which it is
proposed to charge to
Capital.

The Indian Expen-
diture during the current
official year is estimated
at Rs. 1,00,000, and, as there
is no provision in the Budget
to meet the charge, the
Consulting Engineer proposes
to provide the amount
from savings anticipated
in the grant of Rs. 11,82,031
for the Engineering
Department."

Addl.

Desp. 27/9/71 with plan
Estimate.

Sep. 5th

P/2409

Govt. of India Works.

PUBLIC WORKS.

To The Chief Consulting Engr.
for Railways
and
To The Secretary to the
Govt. of India

Ex.

G. O. 21 Sept 1871. No. 2409-2410.

Nos. 353-354 & 355

Bridge over the Kuggy River.

Copy orders on the re-
vised estimate for the
Bridge over the Kuggy
River, S. W. Line, Madras Ry

Forwarding, with
marks, a revised estimate
the Bridge over the
Kuggy River, S. W. Line