

(1) Number of pages _____

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MADRAS RECORD OFFICE.**Government of Madras.***Public Relations* **DEPARTMENT.**

G.O. No.	185-86	Press
364-365		Mis.
Dated	22.1	18.12

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
22nd January 1872.*

No. 364.

Read the following :—

No. 564.

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

Re-constructing the bridge at 286 miles, 14 telegraph post, Bellary branch, as per plan No. 128 ... Rupees 23,587

The failure of the original bridge has been reported to Government in this office endorsement No. 251, dated 7th June 1871, and detailed particulars submitted in subsequent letters were reviewed in G. O., No. 1,849, dated 13th July 1871.

2. It is now proposed to provide two openings of 64 feet in lieu of the two openings of 30 feet, and in forwarding the estimate the Agent writes as follows :—

"The Chief Engineer remarks that a bridge of two 64-foot iron girder openings may possibly be somewhat in excess of what is actually needed, but that bearing in mind the peculiarities of the channel as explained in paragraph

Embodied in G. O., No. 1,849, dated 13th July. "5 of Mr. Going's letter, No. 305, dated 12th June last, he considers that,

"with due regard to safety, it is necessary to provide for very ample waterway." The Agent adds that a spare set of girders to suit the proposed bridge is available from the Cheyaur bridge.

The expenditure is distributed as follows :—

To be expended departmentally	..	..	..	RS.	A.	P.
To be drawn from stores	...	...	...	16,507	13	2
				7,079	2	10

Total... 23,587 0 0 of which Rupees 15,500 will be debited to Capital and Rupees 8,087 against Revenue.

3. One of the abutments being available for the altered design, the cost of this abutment, added to the new work proposed, is Rupees 27,915, and from this amount the Agent has deducted the sum of Rupees 12,415, the cost of the original bridge, leaving Rupees 15,500 as the expenditure chargeable to Capital.

This is, in my opinion, a correct allocation of outlay: Revenue bearing the loss sustained, and Capital being charged only with the additional new work.

I consider also that the enlargement of the waterway is advisable, and recommend that the sanction of the Government of India may be obtained to the estimate of Rupees 23,587. Funds are available from the allotment of Rupees 50,000 for "Minor Works" in this year's Budget.

MADRAS,
20th December 1871.

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

No. 365.

ORDER THEREON, 22nd January 1872, No. 185.

RAILWAY, No. 53.

ORDERED that the estimate of Rupees 23,587, submitted with this letter for the re-construction of the double

30-foot girder bridge at the 287th mile of the Bellary branch line, be forwarded for the sanction of the Government of India.

(Here enter No. 186, dated 22nd January 1872.)

(True Extract.)

To the Acting Consulting Engineer for Railways.
Exd. E. C. Shunker.

Colonel, R.E.,
Secretary to Government.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 22nd January 1872.

No. 336.

No. 186.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 54.

SIR,—I am directed by the Right Honourable the Governor in Council to forward the accompanying application

from the Agent and Manager of the Madras Railway requesting sanction to an estimate of Rupees 23,587 for re-constructing the double 30-feet girder bridge at the 287th mile of the Bellary branch which was destroyed by a flood on the night of the 5th June 1871.

2. The circumstance connected with the disaster will be found fully detailed in the reports which are recorded with the Proceedings of Government of the 13th June 1871, No. 1,849, and to which attention is now invited.

3. Having in view the peculiarities of the channel spanned by this bridge, it is considered necessary, in order to reduce the force of scour, to increase considerably the breadth of waterway, and the present estimate accordingly provides for two openings of 64 feet in lieu of the two of 30 feet.

4. The proposed allocation of the expenditure between Capital and Revenue, whereby Rupees 15,500 are debited to the former and Rupees 8,087 to the latter, appears equitable, and I am to request the sanction of the Government of India to the work being carried out from the available balance of the allotment of Rupees 50,000 for Minor New Works in the current year's Budget.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

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

Reconstructing the bridge
at 286 miles 14 telegraph post.
Bellary Branch as per plan

N^o 128 16: 23,587

The failure of the original
bridge has been reported to Government
in this office endorsement N^o 251,
dated 7th June 1871, and detailed par-
ticulars submitted in subsequent
letters were reviewed in G. O. N^o 1849
dated 13th July 1871.

2 It is now proposed to pro-
vide two openings of 64 feet in lieu
of the two openings of 30 feet, and in
forwarding the estimate the Agent
writes as follows:—

"The Chief Engineer remarks
that

sg. Cons. Eng. for Caelway

No 185, the Madras Government
Proceedings of the
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To The Atty Geny Cgr
for Railways
Feb. 28-1-72

" that a bridge of 2.64 feet iron girder
 " openings may possibly be somewhat
 " in excess of what is actually needed,
 " but that bearing in mind the
 " peculiarities of the channel as ex-
 " plained in paragraph 5. No. being
 " letter No. 305, dated 12th June last,
 " he considers that with due regard
 " to safety it is necessary to provide
 " for very ample waterway."

Embedded in
 G.O. No. 1849
 21st July

The Agent adds that a
 spare set of girders to suit the
 proposed bridge is available from
 the Lakyan bridge.

The expenditure is distributed
 as follows:—

To be expended
 departmentally
 16,507-13-2

To be drawn
 from stores
 7,079-2-10

Total Rs: 23,587 of which Rs: 15,500

will

will be debited to Capital and Rs: 8,087
 8,087 again. According to the
 3rd ... of the abutment being
 available for the altered design,
 the cost of this abutment added
 to the new work proposed, is Rs: 27,915,
 and from this amount, the Agent
 has deducted the sum of Rs: 12,415,
 the cost of the original bridge,
 leaving Rs: 15,500 as the expenditure to
 be chargeable to Capital.

This is in my opinion a
 correct allocation of outlay. Revenue of
 bearing the loss sustained, and
 Capital being charged only with
 the additional new work.

I consider also that the
 enlargement of the water way is
 advisable, and recommend that
 the

Sanction of the Government of India may be obtained to the

are also
18: 54,
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Pro 12 June 1871 No 77
13 July 215 237

From
The Secy to Govt
P.W. Dept

The Secy to Govt
P.W. Dept

The Secy to Govt
P.W. Dept

Date 20th Dec 1871
Recd 22nd

No 564
83.

Submitting
application from
the Agent and
Manager Madras
By requesting the
sanction of Govt to
the Estimate for
reconstructing the
bridge at 286 mile
Bellarly Branch.
No 185-186-22nd Aug 1872

No 564

68 Aug 1872 No 112

Public Works Department

No 185
Proceedings of the Madras Government
Read the following

From

The Consulting Eng^r for Railways
H.C. No 564 of 20 Dec 1871

Ordered that the

Sum of Rs 23,587
submitted with this letter
for the reconstruction of
the double 30 feet girder
bridge at the 287th mile
of the Bellary branch
line be forwarded for
the sanction of the Govern-
ment of India.

To The Secy to Govt
for Railways
Here enter No of To

No 186

To
The Secretary to the
Government of India.

I am directed by
the Right Honorable the
Governor in Council to
forward the accompanying
application from the
Agent and Manager
of the Madras Railway
requesting sanction to
an Estimate of Rs 23,587
for reconstructing the
double 30 feet girder bridge
at the 28th mile of the
Bellary branch which
was destroyed by a flood
on the night of the 5th
June

5th June 1871.

The circumstances
connected with this
disaster will be found
fully detailed in the
reports which are
recorded with the Pro-
ceedings of Government
of the 13th June 1871,
No 1849, and to which
attention is now re-
vited.

Having in view
the peculiarities of the
Channel sprang by
this bridge, it is con-
sidered necessary in
order to reduce the
force of scour, to
increase

increase considerably
the breadth of waterway,
and the present estimate
accordingly provides
for two openings of
64 feet in lieu of the
two of 30 feet.

The proposed
allocation of the expendi-
ture between Capital
and Revenue, whereby
Rupees 15,500 are debited
to the former and
Rupees 8,087 to the latter,
appears equitable, and
I am to request the
sanction of the Govern-
ment of India to the
work being carried out
from

on the right of the
June

from the available
balance of the allot-
ment of Rupees 5,000
for minor new
works in the current
year's budget.

J. Jan: 5th

Dec: 23-1-72 with Plan &
Estimates

considerably
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Govt. of Madras.

PUBLIC WORKS.

To The Ag Consulting Engrs.
 for Railways
 And
 To The Secretary to the
 Govt. of India

Dated

Recd.

Exd.

G. O. 22nd Aug 1872 No 185-186.

Nos. 264-265-4266

Underbridge. Paper orders
 on the application submitted by
 the Engrs for the
 sanction was Ref of No 23587
 for reconstruction of the under
 bridge at the 28th mile of the
 Chellany branch, Madras Ry.

Meagrely sanction to the
 Ref of No 23587 for the reconstruction
 of the under bridge at the 28th mile
 of Chellany branch, Madras Ry.

68 Aug/72 No. 114

Time