

- (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.	1756	Press
B.P. No.		Mis.
124-125		
Dated	8 7	1873

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th July 1873.*

No. 124. Read the following letter from Lieutenant-Colonel W. FAREWELL, Inspecting Engineer for Ports and Communications, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Camp at Cochin, 12th June 1873, No. 100 A.:—

WITH reference to G. O., No. 550, dated 19th February 1873, I have the

No. 1.—Survey of Bridge site.

2.—Plan of Bridge.

3.—Plan of borings.

4.—Letter from the Consulting Engineer for Railways with three enclosures.

5.—Letter from the President, Municipal Commission, Madras, with Plan.

6.—Return of traffic taken on the Hospital and Government House Bridges in February 1873.

honour to report nothing has been done by this department in the way of planning an extension of the width of the Hospital Bridge in conformity with verbal orders said to have been given to the Superintending Engineer of the 4th Division by His Excellency the late Governor, regarding which the District Engineer of the Presidency states nothing whatever is known in his office.

2. The project of extending the width of the Hospital Bridge is by no means a new one; so far back as 1860 Government in their Order No. 2,559, of the 12th December of that year, approved of an estimate submitted by Colonel Horseley, R.E., amounting to Rupees 17,400, for widening the hospital bridge from 25 to 40 feet; this estimate was revised by Captain Hemery, R.E., and Government in their Order No. 2,361, of 2nd October 1862, sanctioned the amount, viz., Rupees 21,900; the work was taken in hand by the then District Engineer, Colonel Hitchens, R.E., who appears to have found great difficulty in clearing the foundations of water, upon which he spent Rupees 2,734-10-2, and then recommended the work should be abandoned, submitting a project for merely extending the footways, the estimate for which amounted to Rupees 11,070, which on the 8th of May 1863, in G. O., No. 1,169, was sanctioned by Government, and carried out to completion.

3. Having, as directed, consulted the Consulting Engineer for Railways and the Municipal Commissioners for the town of Madras as to the exact width to be given to the bridge, I enclose their replies, by which you will observe that all concerned agree that the width of the bridge, including footways, should not be less than 60 feet, or a little under double what it is at present.

4. The bridge as it stands gives a carriage road-way of 25 feet and trottoirs for passengers on either side of 3' 6", making a total of 32 feet between side rails at the centre of the bridge; in the original plan the bridge is shown to be constructed on wells of 6 feet diameter and sunk only 8 feet, the enclosed plan of borings made at my suggestion shows that 35 feet below water line only sand and black mud are met with.

5. With the other papers submitted, I beg to forward a plan of the mode in which the Municipal Commissioners propose to take the city water-supply main across the canal at the bridge site; the design, in my opinion, is both unstable and unsightly.

6. Should Government direct that the extension of the bridge be carried out, by adding to it a rib or ribs of the same description as the existing structure,

approved

*Proceedings of the Madras Government, Public Works Department,
8th July 1873.*

supposing the width is doubled, this would provide footways for passengers on either side of 7 feet, and a carriage way of 50 feet, which could be added in two separate ribs of 16 feet each, north and south of the present bridge, the southern rib, reduced to 13' 6" in width, being constructed at a distance of 2 feet 6 inches from the present structure, thus leaving a space for the reception of the city main, supported on stone or iron girders between the new rib and old structure, the opening above being covered by granite slabs; the main would thus be very accessible and out of sight; should, however, the difficulty of obtaining good and secure foundation for these masonry ribs really exist, the necessary extension might be effected with screw piles and iron girders, so arranged on either side as to hide the original masonry structure.

7. The cause of the delay that has taken place in regard to the submission of this report is, that the President of the Municipal Commission only replied to my queries on the 31st May, and his letter was not received by me until the 5th instant, and the District Engineer's report on the foundations only reached me on the 8th instant.

No. 125. ORDER THEREON, 8th July 1873, No. 1,756.

CIVIL WORKS, No. 8A.

His Excellency the Governor in Council approves of the scheme for increasing the width of the Hospital Bridge to 60 feet, of which 45 shall be devoted to the carriage way, and 15 to the foot-paths and parapets, by additions on each side, between which and the original structure sufficient space will be left to pass water and other mains. And he directs the preparation of the necessary plans and estimates, towards carrying out which an allotment from Provincial Funds will be made in the Financial Department on report of the sum which can be utilized in the current official year.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Inspecting Engineer for Ports and Communications.
,, District Engineer, Presidency.
,, Financial Department.
,, Officiating Controller of Public Works Accounts.
,, Consulting Engineer for Railways.
,, President of the Municipal Commission.

Exd. S. T. Austin.

Spare Copies.

*Inspecting Engineer's Office for
Ports & Communications
Camp Cochin
12th June 1873*

*From
The Inspecting Engineer for
Ports & Communications.*

*To the Secretary to Government
Public Works Department
Asst. Commr.*

*Sir, With reference to G. O. No.
550 dated 19th February 1873,
I have the honor to report nothing
has been done by this Department
in the way of planning an extension
of the width of the Hospital
Bridge in conformity with verbal
orders said to have been given
to the Superintending Engineer
of the 4th Division by His Excellency
the late Governor, regarding
which the District Engineer of
the Presidency states nothing
whatever is known in his Office.
2. The project of extending
the width of the Hospital Bridge
is by no means a new one, so
far back as 1860 Government
in their Order No 2559 of the
12th December of that year
approved*

Enclosures.

- 1. Survey of Bridge
Site*
- 2. Plan of Bridge*
- 3. Plan of borings*
- 4. Letter from the
Consulting Eng. for Rys.
with 3 enclosures.*
- 5. Letter from the
President Municipal
Commission Madras
with plan.*
- 6. Return of traffic
taken on the
Hospital and
Govt House Bridges
on July 1873.*

approved of an estimate submitted by Colonel Hordley R.E. amounting to Rs. 14,400 for widening the Hospital Bridge from 25 to 40 feet. This estimate was revised by Captain Hemery R.E., and Government in their order No. 2361 of 2nd October 1862 sanctioned the amount namely Rs. 21,900. The work was taken in hand by the then District Engineer Colonel Kitchens R.E. who appears to have found great difficulty in clearing the foundations of water upon which he spent Rs. 2,734- annas 10. pies 2, and then recommended the work should be abandoned submitting a project for merely extending the footways, the estimate for which amounted to Rs. 11,040. in G.O. No. 1169 of May 1863 by Government and carried out to completion.

3. Having as directed consulted the Consulting Engineer for Railways and the Municipal Commissioners for the town of Madras as to the

the exact width to be given to the Bridge, I enclose their replies by which you will observe that all concerned agree that the width of the Bridge including footways should not be less than sixty feet or a little under double what it is at present.

4. The Bridge as it stands gives a carriage road way of 25 feet and trottoirs for passengers on either side of 3' 6" making a total of 32 feet between side rails at the centre of the Bridge. In the original plan the Bridge is shown to be constructed on wells of 6 feet diameter and sunk only 8 feet. The enclosed plan of borings made at my suggestion shows that 35 feet below water line only sand and black mud are met with.

5. With the other papers submitted I beg to forward a plan of the mode in which the Municipal Commissioners propose to take the City water supply main across the Canal at the Bridge side. The design in my opinion is both unstable and unsightly.

6. Should Government direct that the extension of the Bridge be carried out by adding to it a rib or ribs of the same description as the existing structure, supposing the width is doubled this would provide footways for passengers on either side of 4 feet, and a carriage way of 50 feet, which could be added in two separate ribs of 16 feet each. North and South of the present Bridge, the Southern rib reduced to 13' 6" in width being constructed at a distance of 2 feet 6 inches from the present structure, thus leaving a space for the reception of the City main, supported on stone or iron girders between the new rib and old structure, the opening above being covered by granite slabs, the main would thus be very accessible and out of sight; should however the difficulty of obtaining good and secure foundations for these masonry ribs really exist, the necessary extension might be effected with screw piles on 1'

and iron girders. so arranged on either side as to hide the original masonry structure.

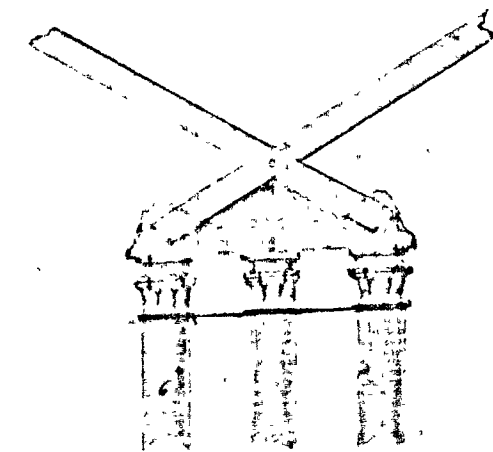
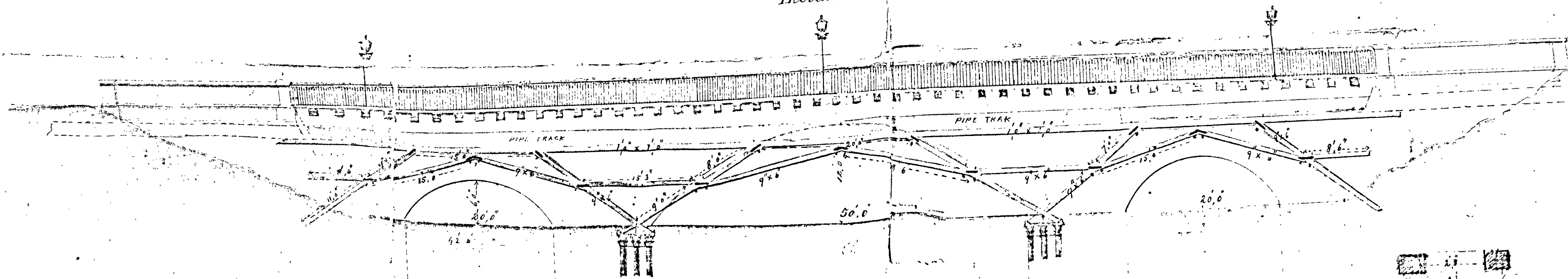
7. The cause of the delay that has taken place in regard to the submission of this report is that the President of the Municipal Commission only replied to my queries on the 31st May and his letter was not received by me until the 5th instant, and the District Engineer's report on the foundations only reached me on the 8th instant.

I have the honor to be
Sir
Your most obed^t Serv^t

Walter H. Smith Lieut Col.
Inspecting Engineer for
Ports & Communications

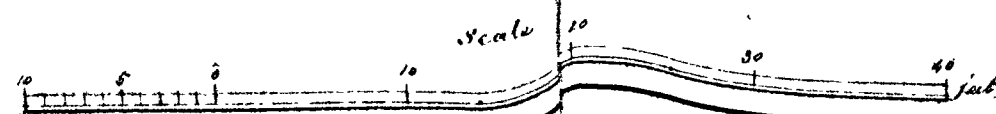
PLAN
OF THE
GENERAL HOSPITAL BRIDGE
SHOWING THE TRUSS PROPOSED TO BE USED
FOR CARRYING A WATER MAIN ACROSS
THE CENTRE ARCH

Elevation



Ex Engineer

Municipal water works office
Madras 31st May 1873



Enclosure No 5.

Along the road we
visit the Municipal
Commissioners' office
leaving the city
train across the
creek at the
Municipal Bridge
site.

P.M. 3.45.57/93.

14.8 July/13. Bk

124.

1873 Report
No. of Govt for July
June 1873
The Inspecting Engineer
of Ports & Harbours
The Secretary to Govt
Public Works Dept.
Ostacumund

Dated: 12 June 1873
Recd 2nd July 1873.
Enc. 600 300 415 73
X 7-8-73
Reports on
the proposed extension
of the width of the
General Hospital
Bridge.

No 1756. 8th July 1873.

No 124
22.30.200/73.

P. W. D.

1756
Proceedings of the Madras Government,
Under date the 187

Read the following:

From the Inspecting Engineer
Ports & Communications (No. 1000 8/12 June 1873)

His Excellency the
Governor in Council
approved of the scheme
for increasing the
width of the Hospital
Bridge to 60 feet, of
which 45 shall be
devoted to the Carriage
way, and 15 to the foot
paths and parapets,

MM

101

by additions on each
side, between which
and the original
structure sufficient
space will be left
to pass water and
other drains. And he
directs the preparation
of the necessary plans
and estimates, towards
carrying out which
an allotment from
Provincial Funds
will be made in
the Financial Departt
on report of the sum
which can be utilized in
the

the current ~~current~~
official year. LMW

65
8

- 1. The Inspecting Eng^r for Ports & Communications ✓
- n Highest Engineer Proceedings ✓
- n Financial Department ✓
- n Controller of A. W. & A. ✓
- n Contr^y Eng^r for Railways. ✓
- n President of the Railway Commission ✓

Desp 17/7/73

28755
Govt. of 1873 Madras.
PUBLIC WORKS.

Chief Inspecting Engineer
for Ports and Communications

Dated

Recd.

Encl.

G. O., 8th July 73, No. 156.

Nos. 124 & 125

General Hospital Building

Preparing orders in letter
from the Inspecting Engineer
Ports & Communications
reporting on the proposed
~~alteration of the width of the~~
scheme for increasing
the width of the bridge.

N: 124-25

M.R.O. 1-4,002-16 9-48.

(1) Num