

(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.	3629	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	27-12.	1875	
		—195—	

Not to be folded or roughly handled

No. 454. Read the following letter from Colonel H. DRUMMOND, R.E., Deputy Secretary to the Government of India, Public Works Department, (Railway,) to Major-General G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 14th December 1875, No. 3,093 R. :—

I AM directed to acknowledge the receipt of your letter, No. 2,934, dated the 14th October 1875, forwarding plans and estimates, aggregating Rupees 20,846, for the reconstruction of four bridges between Perambore and Avady on the Madras Railway, with copy of a letter from the Consulting Engineer for Guaranteed Railways explaining the principle on which the charges have been apportioned between Capital and Revenue.

2. In communicating sanction to the estimates, I am to say it does not appear to the Government of India that a case has been made out for charging any portion of the cost of these bridges to Capital. The first item is for substituting a 12-foot girder bridge for a double 6-foot arch bridge. The second, a 9-foot girder bridge for a 9-foot arch bridge. The third and fourth for substituting 12-foot girders for double 6-foot arches. No increase to the lineal waterway is made in these cases, neither does it appear that the renewal is due to any extraordinary casualty, nor are there any exceptional circumstances adduced which would justify a portion of the charge being debited to Capital.

3. The Government of India are therefore of opinion that, under paragraph 11 of Sir Charles Woods' despatch, No. 17 of 1864, the whole cost of renewal should be met by Revenue.

4. The decision of the Government of India, in Public Works Department No. 212 G.R., of 8th February 1872, in respect of the charge for the substitution of two openings of 64 feet each for the double 30 feet girder bridge at the 287th mile of the Madras Railway, Bellary branch, which is cited in support of the allocation of charge now proposed, it is considered is a different case from that under reference.

5. I am further to point out that, even if this were a case for allocating the outlay between Capital and Revenue in the manner proposed, the cost of the supposed improvement has not been arrived at in a correct manner in the estimate submitted. In arriving at this, the cost of replacing the original structures at current rates should have been taken, and not the probable cost of the original structure. In the new estimate the cost of masonry is put down at Rupees 8 per cubic yard and excavation at 8 Annas per cubic yard, while in estimating the Revenue portion Rupees 5 and Annas 4 are entered for them respectively.

6. The sanction accorded in paragraph 2 has been registered as No. 33 M.R. of 1875-76, and the plans and estimates received with your letter are returned herewith.

No. 455. ORDER THEREON, 27th December 1875, No. 3,629.

RAILWAY, No. 44.

COMMUNICATED to the Consulting Engineer for Railways, whose special attention is called to these observations of the Government of India.

(True Extract.)

Major-General, R.E.
Secretary to Government.

To the Consulting Engineer for Railways.
„ Examiner of Railway Accounts.
Exd. S. T. Austin.
Spare Copies

original
MADRAS RAILWAY.

ENGINEERING DEPARTMENT.

Sch. B. "Unforeseen Requirements" 1875/76

Revenue Schedule G. Budget 1875/76 Estimate.

Required for the Madras Railway in the *South West Line*

DESCRIPTION.	To be expended Departmentally.	To be drawn from Stores.	Total.
<i>Capital</i>			
<i>III. Construction of Line.</i>			
2. Bridge work.			
1. Minor Bridges &c.	* 2646	267	2913
<i>Revenue</i>			
3 rd Repairs of Bridges &c.			
(2) Miscellaneous incl. Cartworks	1031		1031
Single 9 feet Opening with 12 Girders in lieu of Single 9 feet Arch at 8 m.p. as Formed Estimate			
<i>Schedule B.</i>			
"Unforeseen Requirements" 1875/76			
Budget Allotment Rs. 80,000/-			
Already charged — " 44,371/-	3677	267	3944
Balance Available Rs. 35,629-00			

Submitted for approval, and Sanction to the Government of

J. H. Nellis.
Agent and Manager, Railway.

A. M. Carter.
Chief Engineer, Railway.

CHIEF ENGINEER'S OFFICE,

28th June 1875.

Consulting Engineer to Government.

Secretary to Government.

MADRAS RAILWAY.

ENGINEERING DEPARTMENT.

* Schedule B. "Unforeseen Requirements" 1875/76.
Revenue Schedule C. Budget 1875/76. Estimate.

This sanction will
lapse at the end of
the eighth quarter
after the receipt of
sanction in the
Office.

Required for the Madras Railway in the South West Line

DESCRIPTION.	To be expended Departmentally.			To be drawn from Stores.			Total.
<u>Capital</u>							
III. Construction of Line							
2. Bridge work.							
1. Minor Bridges &c.	*			474	"	"	3918
3rd. Repairs of Bridges &c.							
(2) Miscellaneous incl. Earthwork &c.	1707	"	"	"	"	"	1707
Single 12 feet Opening with W.I. Girders in line of Double 6 feet Arch at 10 1/8 m. as per annexed Estimate							
<u>Schedule B.</u>							
"Unforeseen Requirements" 1875/76.							
Budget Allotment Rs. 80,000/-							
Already charged - - - 47,815/-	5151	"	"	474	"	"	5625
<u>TOTAL...</u>							
Balance available Rs. 32,185-0-0							

Submitted for approval, and Sanction to the Government of

J. N. Mellis.
Agent and Manager, Railway.

for R. M. P. Chatterjee
Chief Engineer, Railway.

CHIEF ENGINEER'S OFFICE,

28th June 1875.

Consulting Engineer to Government.

MADRAS RAILWAY.

ENGINEERING DEPARTMENT.

*Schedule B. "Unforeseen Requirements" 1875/76.
Rev: Schedule G. Budget 1875/76.*

Estimate.

This sanction will lapse at the end of the 8th quarter after the receipt of sanction in this Office.

Required for the Madras Railway in the

South West Line.

DESCRIPTION.	To be expended Departmentally.			To be drawn from Stores.			Total.
<i>Capital</i>							
<i>III. Construction of Line.</i>							
<i>2. Bridgework.</i>							
<i>1. Minor Bridges &c.</i>	<i>3,118</i>			<i>531</i>			<i>3,649</i>
<i>Revenue</i>							
<i>3rd Repairs of Bridges &c.</i>							
<i>(2) Miscellaneous including Earthwork &c.</i>	<i>1,626</i>						<i>1,626</i>
<i>Single 12 feet Opening with W.I. Girders (in lieu of Double 6 feet Arch) at 1 1/2 miles as per annexed Estimate</i>							
<i>Schedule B. Unforeseen Requirements 1875/76. Budget allotment Rs. 80,000/</i>							
<i>Already charged — " 71,273. 0. 0</i>							
<i>Balance available Rs. 8,727. 0. 0</i>							
Total.	4,744			531			5,275

Submitted for approval, and Sanction to the Government of

Agent and Manager, Railway.

W. H. Carter

for Chief Engineer, Railway.

CHIEF ENGINEER'S OFFICE,

14th August 1875.

Consulting Engineer to Government.

Secretary to Government.

MADRAS RAILWAY.

ENGINEERING DEPARTMENT.

This sanction will lapse at the end of the eighth quarter after the receipt of sanction in this office.

* Sch. B. "Unforeseen Requirements" 1875/76.
 " G. Budget 1875/76.

Estimate.

Required for the Madras Railway in the South West Line

DESCRIPTION.	To be expended Departmentally.	To be drawn from Stores.	Total.
<u>Capital</u>			
III. Construction of Line.			
2. Bridgework			
1. Minor Bridges	* 3203	531	3734
<u>Revenue</u>			
3rd. Repair of Bridges			
(2) Miscellaneous including Earthwork, Roads	2268		2268
Single 12 feet Opening with W.I. Girders (in lieu of double 6 feet arch) at 3 Ms. as per estimate			
<u>Schedule B</u>			
"Unforeseen Requirements" 1875/76.			
Budget allotment Rs. 80000	Total... 5471	531	6002
Already charged - 74200			
Balance available Rs. 5800:00:00			

Submitted for approval, and Sanction to the Government of

J. W. McKis.
 Agent and Manager, Railway.

Benjamin Andrews
 Chief Engineer, Railway.

CHIEF ENGINEER'S OFFICE,
 26th August 1875.

Consulting Engineer to Government.

Secretary to Government.

MADRAS RAILWAY

S.W.L

PROPOSED SINCE 2 FT. OPENING WITH W.I. GIRDERS IN LIEU OF DOUBLE 6 FT. ARCH AT

10 MILES 8 TEL: POST.

SCALE 4 FEET TO 1 INCH

John H. Bellis.
Agent and Manager

H. P. Carter
for Chief Engineer
28th June 1875
H. P. Carter

ELEVATION

SECTION

FORMATION

LEVER

FOUNDATION OF OLD BRIDGE

DEPTH OF WINGS 2 FT

DEPTH OF ABUTMENTS 3 FT:

PLAN

CENTRE LINE

OF RAILWAY

Nº 208

MADRAS RAILWAY

S.W.L

PROPOSED SINGLE 12 FEET OPENING WITH WROUGHT IRON GIRDERS IN LIEU OF DOUBLE 6 FEET ARCH

AT 3 MILES 11 TEL. POST

SCALE 4 FEET TO 1 INCH

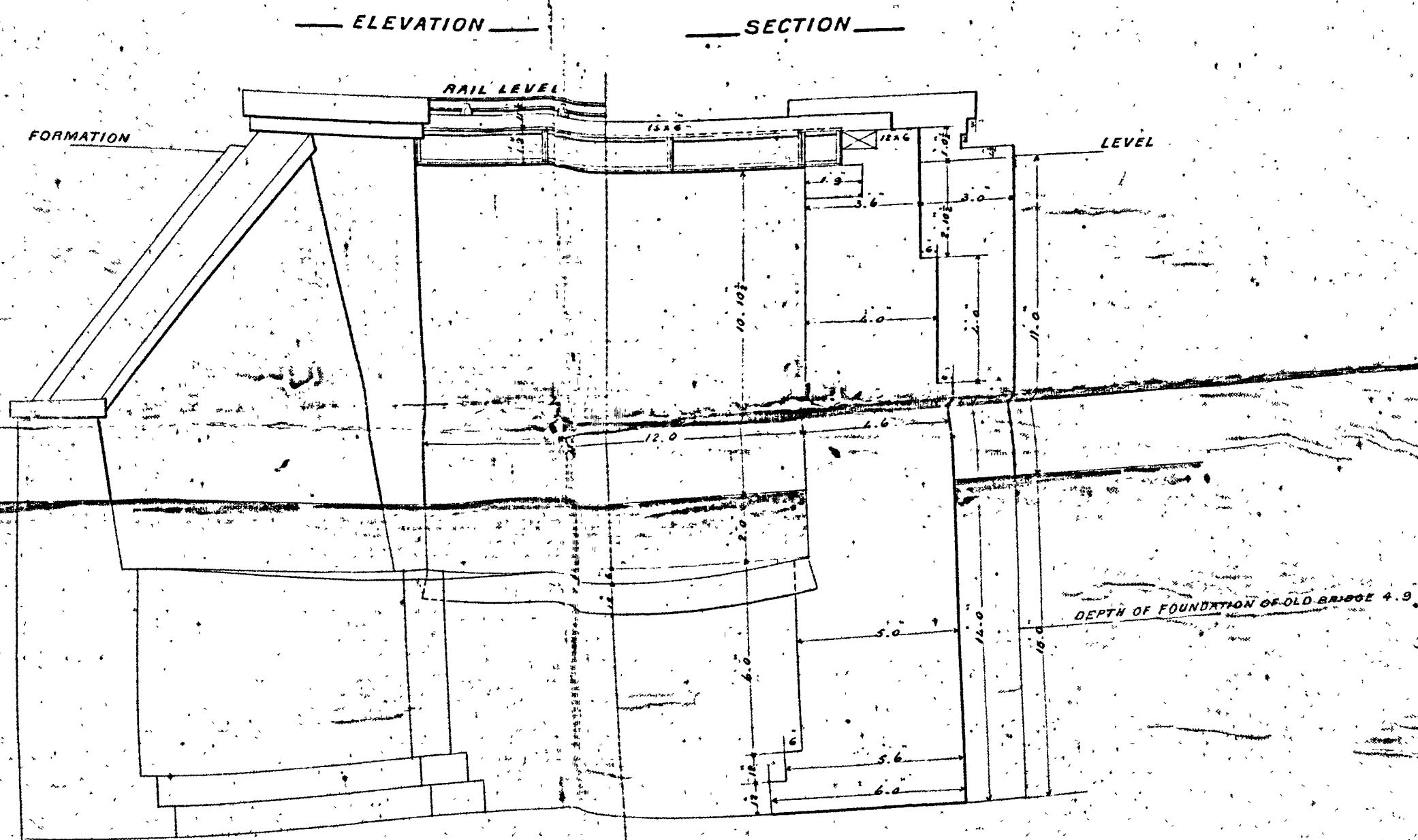
J. H. Nellis.
Agent and Manager

Bluesfield Andrews.

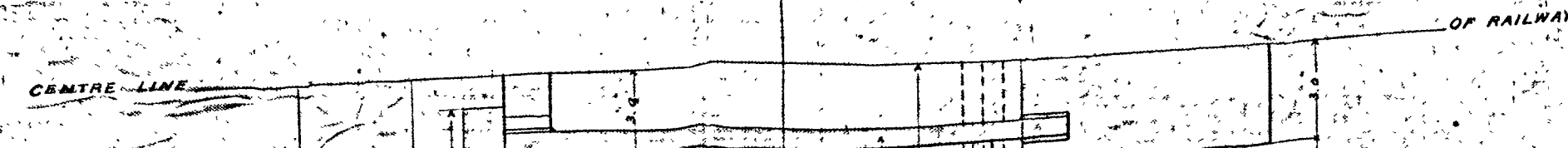
Chief Engineer
28th August 1876
Ans

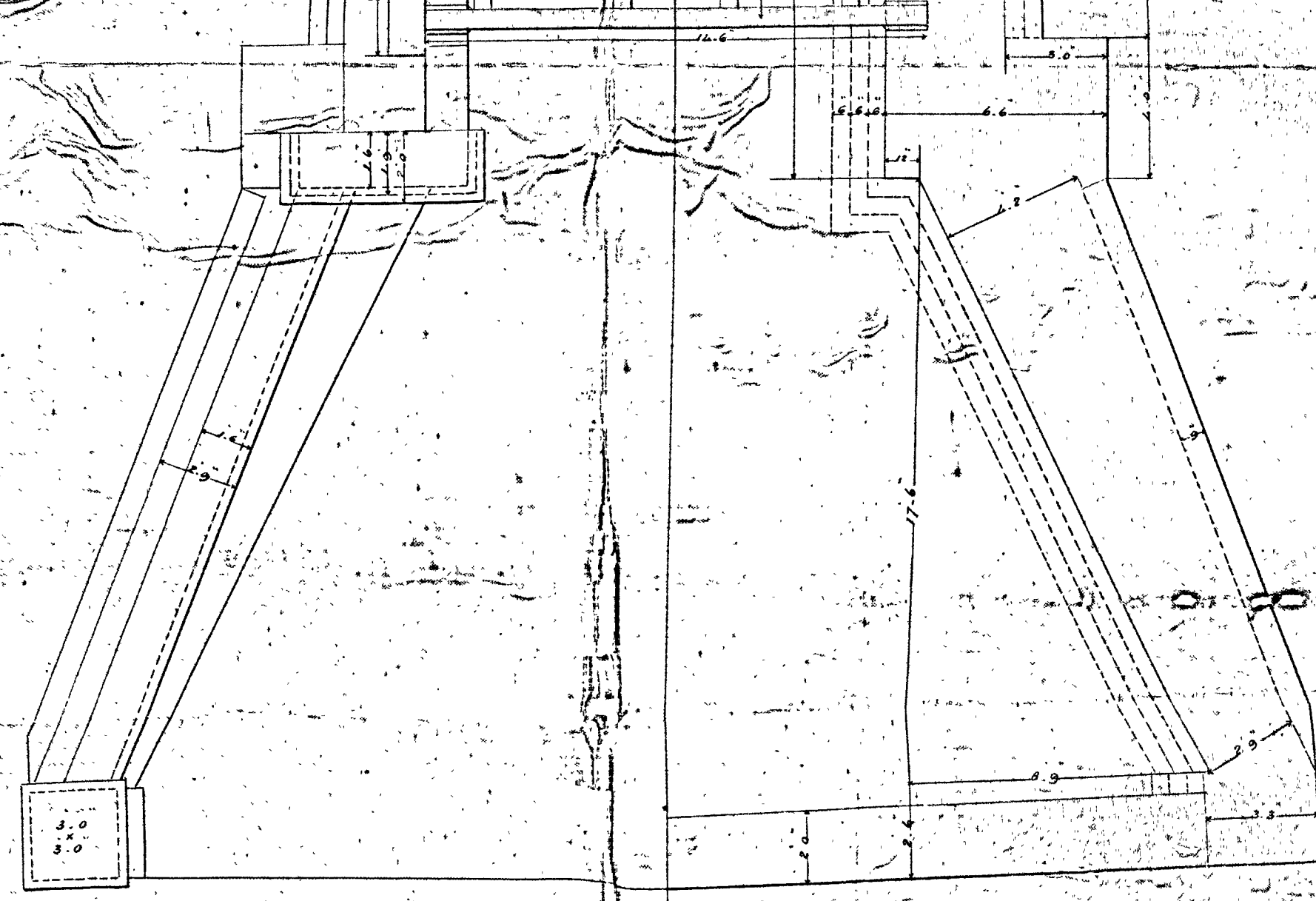
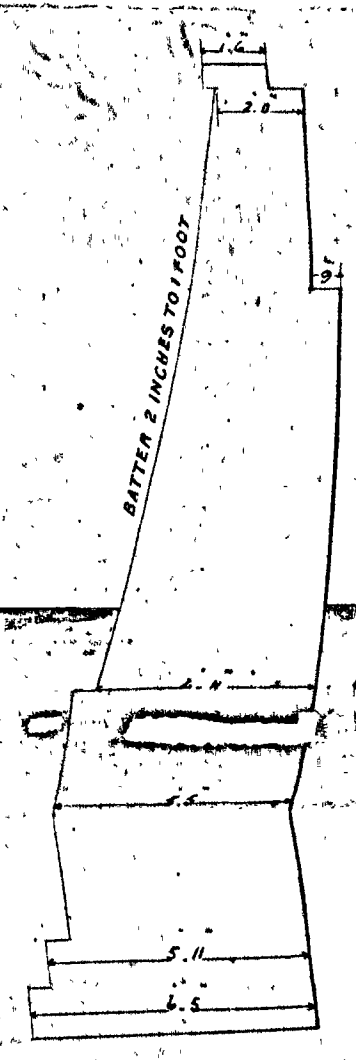
4-0-27. Dec 7/95
L. 1. 157

1876/95
18



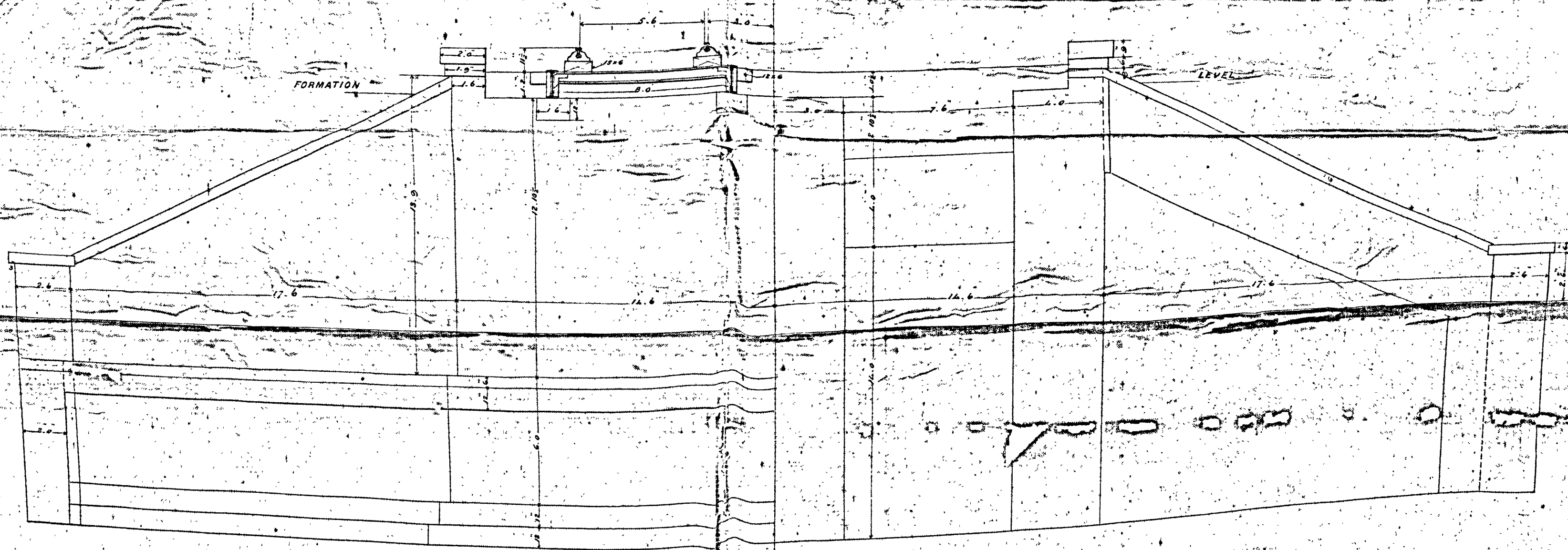
PLAN





CROSS SECTION

END ELEVATION



L. M. L.
No 208 Dist. A. 1

Proposed single 12 feet opening with Wrought
Iron Girders in lieu of double 6 feet each at
3 miles 44 feet Post

Done: Engineers Office
Recd 9th September 1870

No 207

MADRAS RAILWAY

S.W.L

PROPOSED SINGLE 12 FEET OPENING WITH W.I. GIRDERS IN LIEU OF DOUBLE 6 FEET ARCH

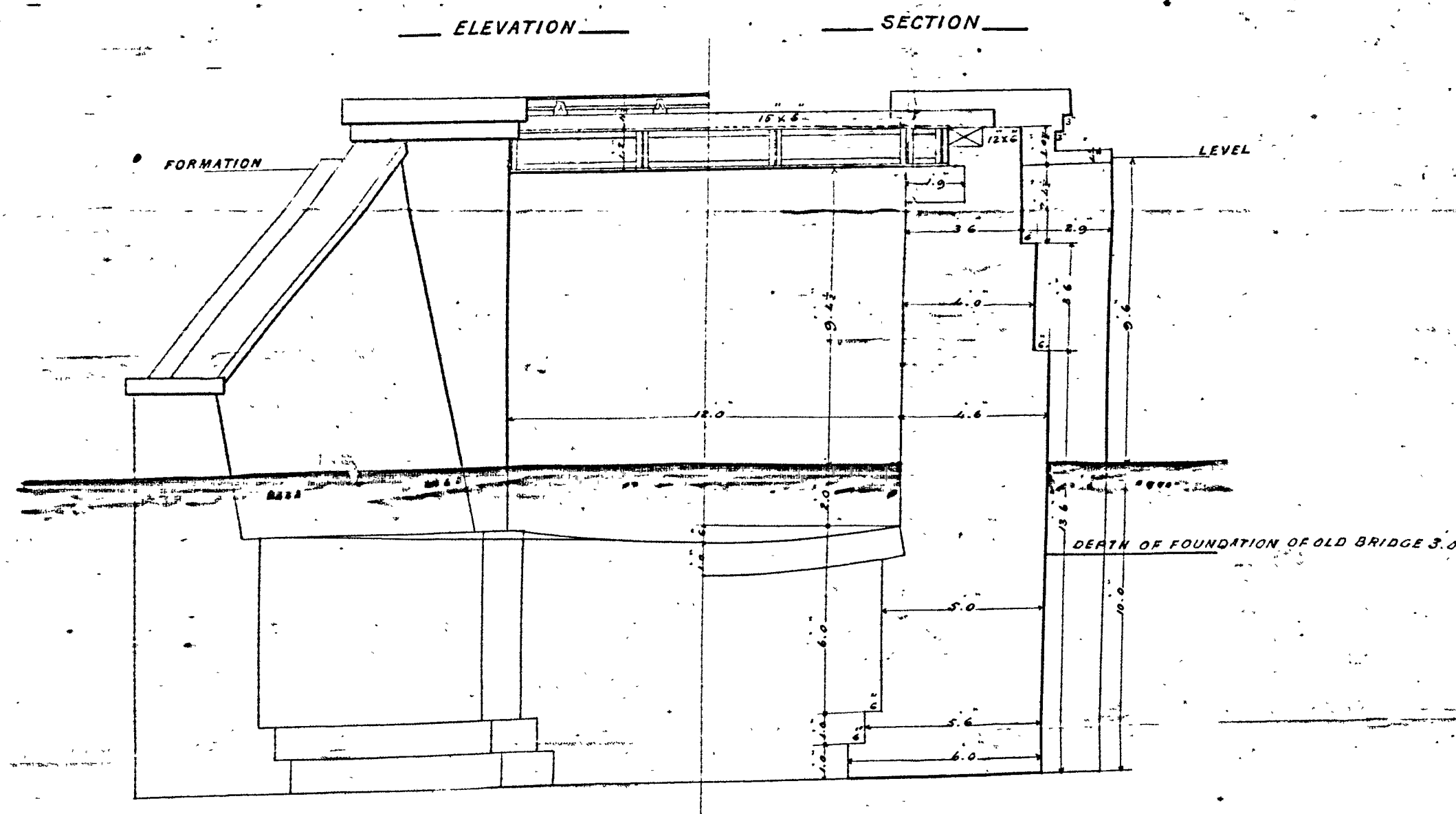
AT 11 MILES 2 TEL. POST

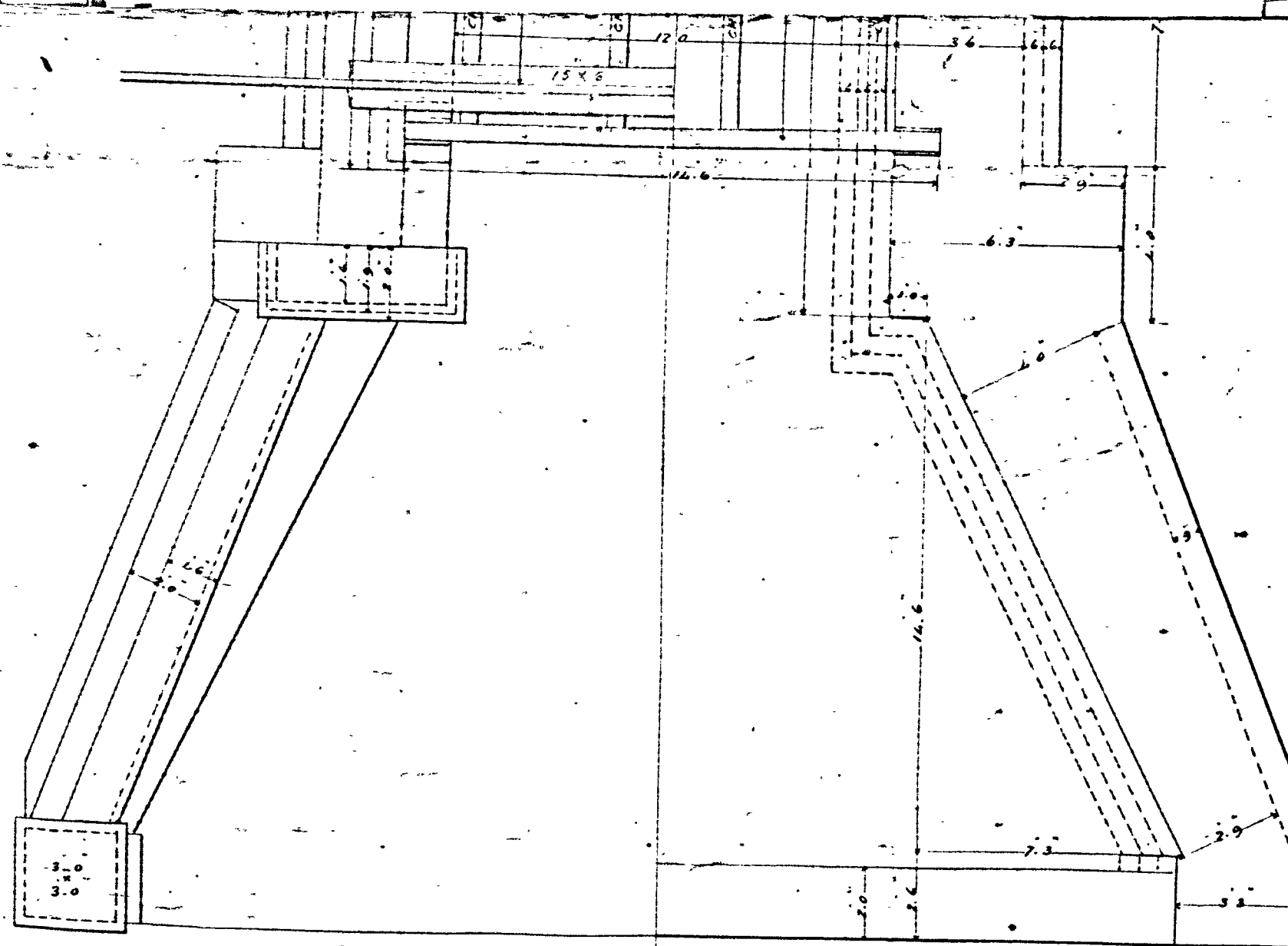
SCALE 4 FEET TO 1 INCH



W. G. Lewis
Agent and Manager

J. Carter
Engineer
16th August 1875
for Ch.



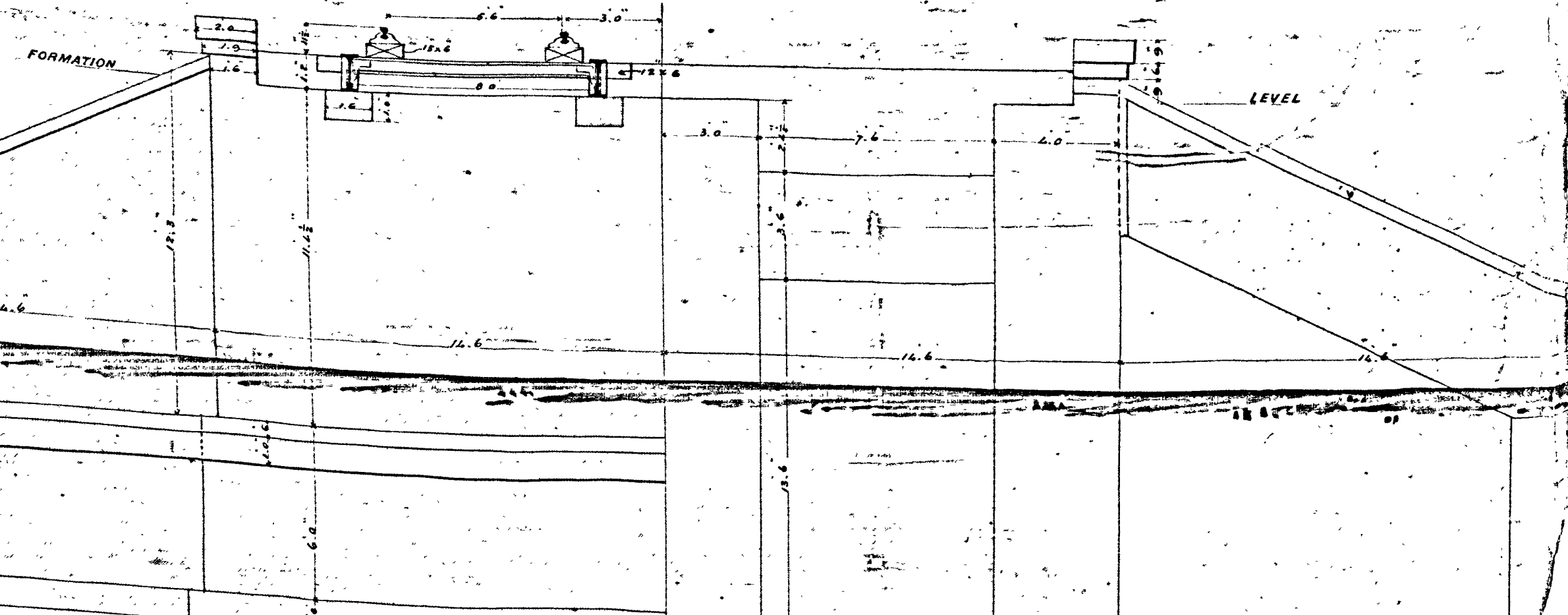


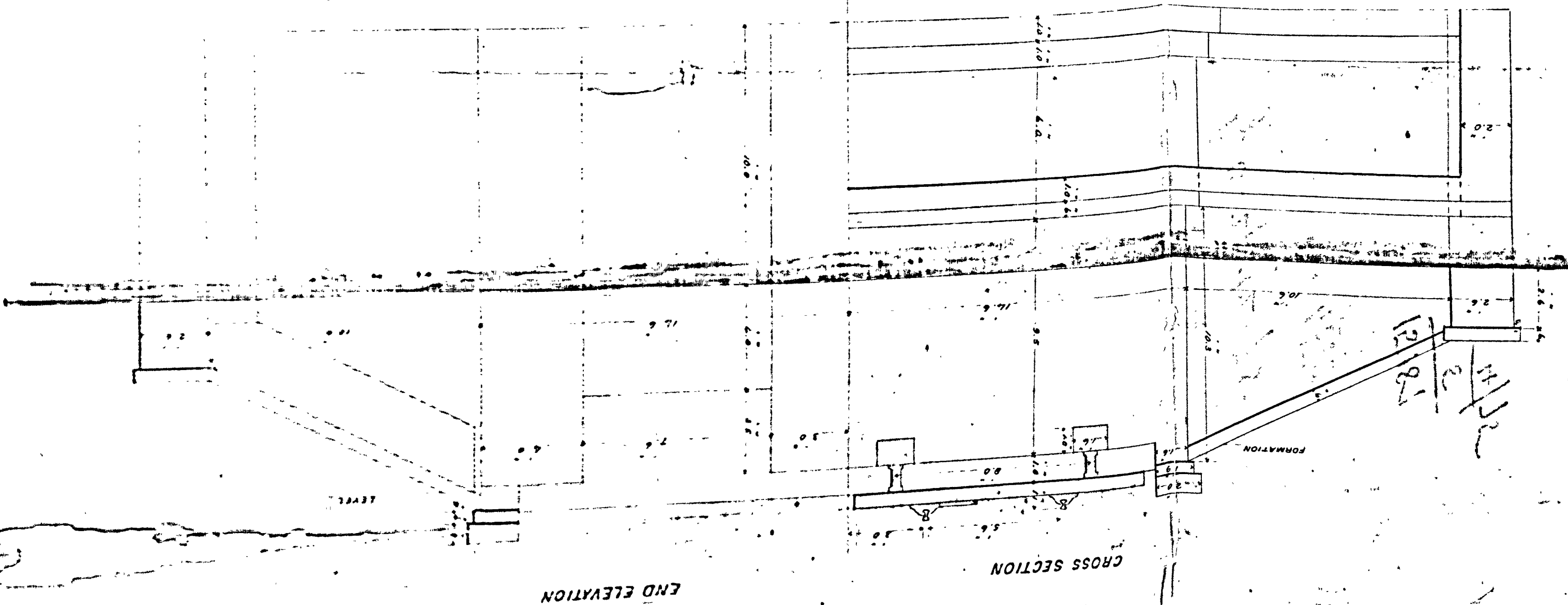
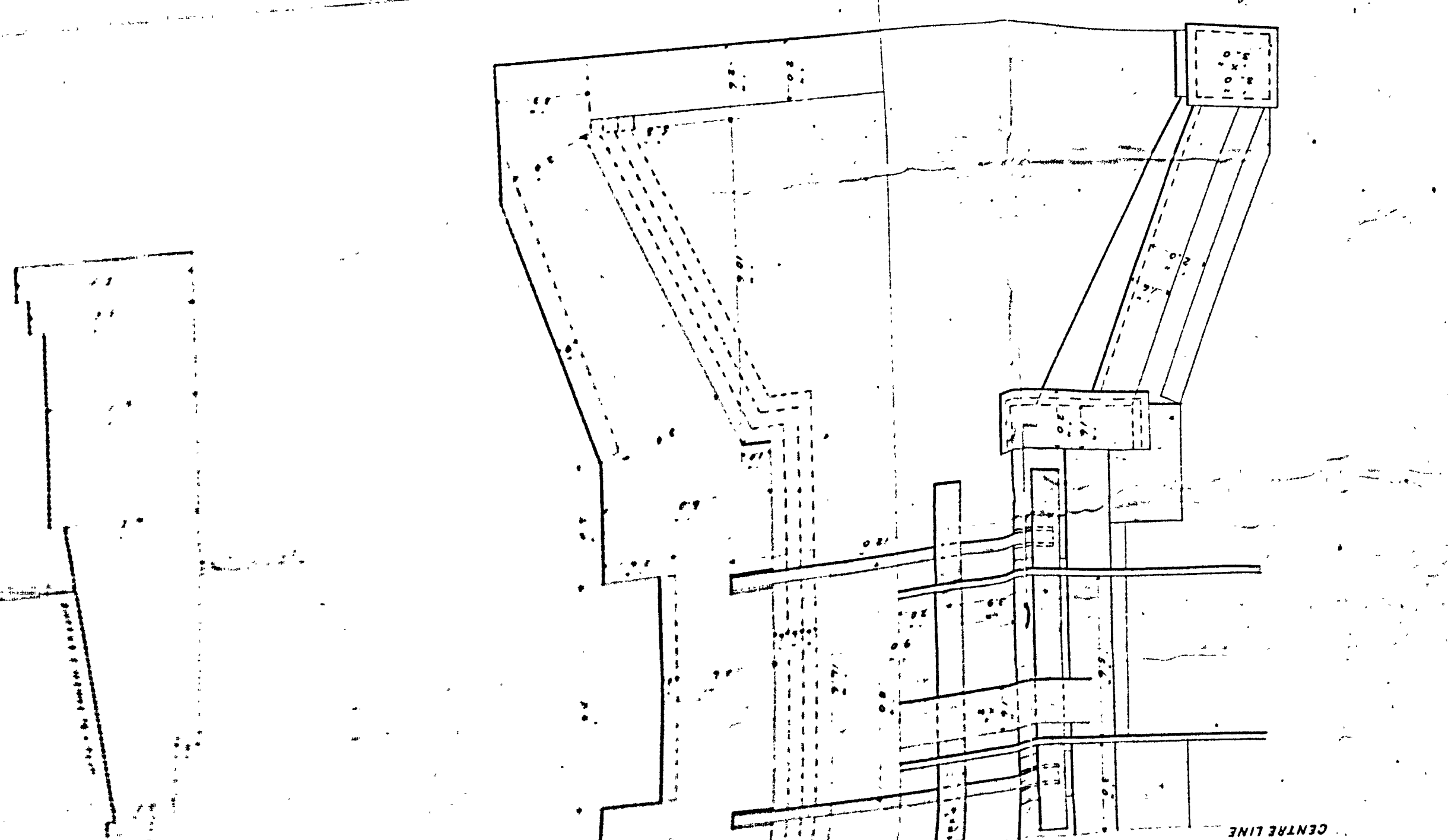
— WING WALL SECTION —



— CROSS SECTION —

— END ELEVATION —





CENTRE LINE

Nº 199

MADRAS RAILWAY

S.W.L

PROPOSED SINGLE 9 FT. OPENING WITH W.I. GIRDERS IN LIEU OF SINGLE 9 FT. ARCH AT
8 MILES 20 TEL. POST

SCALE 4 FEET TO 1 INCH

12 FT.

J. H. Nells.
Agent and Manager

A. W. Carter
for Chief Engineer
28th June 1875
R. B.

ELEVATION

SECTION

FORMATION

LEVEL

FOUNDATION OF OLD BRIDGE

DEPTH OF WINGS 3 FT.

DEPTH OF ABUTMENTS 3 FT.

P. W. 1875 Dept

No 8117

Comm. Engineer's Office
Recd 18th July 1875

from, by

15-16/6/73-74.
22-23/72 - 3645366.
26-74/75 - 411-412
10-11/74 - 196-197
18-19/74

15-16/6/73-74.
22-23/72 - 3645366.
26-74/75 - 411-412
10-11/74 - 196-197
18-19/74

Proposed single 9 ft opening with wrought iron
gates in line of single 9 ft. Deck at 800.
20 ft. Port

P. W. 1875 Dept

No 8117

From
The Govt of India

Dated 14th Dec 1875
Recd 22nd Dec 1875

L. S. No 3093 B

Sanctioning with
remarks, the plans and
estimates for the reconstruction
of four bridges between
Pemberton and Avady
on the Madras Railway.

Withdrew.

15-16/12/73-74
22-23/12/73-74
26-27/12/73-74
10-11/1/74-196-197
18-19/1/75-299-301
1-2/2/75-18-19
14-15/2/75-219-221

From
By
Recd.

1875-10-1-76

Communicated to the Hon. Secy. for Railways,
The proposals of his letter No 548 of 18th Dec 1875 do not appear to
require attention, and are not to be taken into consideration.
The Govt. of India.

454/53
Cin 22-12-75

817
 Govt. of 1870
 PUBLIC WORKS.

To *Cruz. Ruyz & Pijo*

Date

Issued

Recd.

Factor Issued No. 3629.

Nos. 454-455

*Reconstruction of Bridge
 between Preamble & Port of
 Madrid etc. - - - - -
 The Port of Madrid, containing
 the least estimate amounting
 to the sum of 846 for the
 bond to the Engineer for Pijo.*