

number of Puffs 26
Oct. 14. 1887
24/3

P. W. D.

G. O. No. 2564 W
Oct. 27. 9. 1887

26/3

2564
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers:—

From W. LOGAN, Esq., President, District Board, Malabar, to the Chief Engineer, Public Works Department (through the Superintending Engineer, IV Circle) dated Calicut, 12th August 1887, No. 566.

I have the honor to enclose two plans and estimates for reconstructing the Eringoli bridge on the outskirts of Tellicherry.

2. One design provides for removal of the existing masonry piers and for constructing the bridge of iron rolled beams carried on wrought iron screw piles. The estimate works out at Rs. 12,500.

3. The other design provides for utilising the existing masonry piers, which are to carry three Whipple-Murphy pony trusses, on the centre spans, and iron rolled beams on the end spans. The estimate works out at Rs. 15,400.

4. Seeing that we know so little of what the masonry piers are really constructed and what the depth of their foundations, and seeing also that the screw-pile bridge will be cheaper by nearly Rs. 3,000, I propose (if you see no objection) to advise my District Board to adopt the screw-pile design.

5. I may add that, although signed by Mr. Maylor, our present acting District Engineer, the designs and estimates are really the work of Mr. Anderson, our permanent District Engineer, who has gone home on sick leave.

6. You will observe that the necessary borings have been made.

From Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 27th August 1887, No. 356 E.W.

I have the honor to forward the letter of the President, District Board, Malabar, No. 566, of 12th instant, together with three plans, two estimates and one specification for reconstructing the Eringoli bridge on the Tellicherry-Coorg road No. 3, two miles north of Tellicherry; and am of opinion that the design for reconstructing the bridge shown in drawings Nos. 2 and 3 with iron rolled beams erected on wrought iron screw piles, at a cost of Rs. 12,600, is better and cheaper than the other design as per drawing No. 1 (the estimate of which amounts to Rs. 15,400), and I recommend the former for the sanction of Government.

2. The estimate for the above screw-pile bridge has been examined and slightly corrected in this office, and the total amount raised from Rs. 12,500 to Rs. 12,600.

No. 6822.

Note by the Chief Engineer, Public Works Department.

The Chief Engineer agrees in opinion with the Superintending Engineer that of the alternative plans submitted by the District Board the screw-pile design is preferable, and accordingly recommends it for the sanction of Government.

2. It is observed that the drawings of the couplings referred to in the specification are not with the papers.

20th September 1887.

(Signed) J. O. HASTED, Colonel, R.E.,
Chief Engineer, Public Works Department.

ORDER—dated 27th September 1887, No. 2564 W., Public Works.

The estimate, amounting to Rs. 12,600, for reconstructing the Eringoli bridge on the Tellicherry-Coorg road, is sanctioned.

2. This sanction has been registered as Local, No. 26 W. of 1887-88.

(True Extract.)

Captain, R.E.,
Under Secy. to Govt., P.W.D.

To the Local and Municipal Department, with six enclosures.
Superintending Engineer, IV Circle.
To Newspapers.

Ed. J. Moses.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1887) Madras.
PUBLIC WORKS.

Dated September, 27th.

Recd.

Encl.

G.O., 27th Sept. 1887, No. 2564 W.

SEPTEMBER.

Eringoli Bridge on
the Tellicherry-Coorg Road

Estimate for reconstructing the —, sanc-
tioned.

Public Works Department.

Current No. 6822

Letter No. 356

Dated the 27th August 1887

From the S. E. IV Circle

NOTE OF REMARKS.

1. The accompanying plans and estimates provide reconstructing the old Bridge on the Tellicherry-Coorg road by 3, two miles north of Tellicherry.
2. There are 2 designs forwarded by the President District Board Malabar. One design provides for removal of the existing masonry piers and for constructing the bridge of iron rolled beams carried on wrought iron screw piles. The estimate cost is Rupees 12,500.
3. The other design provides for utilising the existing masonry

12.9.87

massive piers which are to carry three Hippo St. by long Lemnos, on the centre spans and iron rolled beams on the end spans. The estimated cost is Rupees 15,400.

4. The S.E. II recommends the formee for the sanction of Government and states that the design for record, abutting the bridge shown in drawings Nos 2 & 3 with iron rolled beams erected on wrought iron screw piles, at a cost of Rupees 12,500, (altered in the S.E. office to Rupees 12,300.) is better and cheaper than the other design as per drawing No 1, the estimate of which amounts to Rupees 15,400.

5. Specification is submitted in which full particulars regarding the reconstruction of

269
268

of the Bridge are given.
6. As per plan Nos 2 & 3, each pier shall consist of three piles each 4" dia. fitted on top with cast iron caps to carry a cross bracing and bearing beam, and vertical diagonal cross bracing of 1 1/2" wrought iron 10' 10" girth with the necessary screw couplings, caps, clips &c.

The rolled beams 10" x 6" weighing 142 lbs per foot run will rest directly over the cross bearing and bracing beam at the head of each pier. The beam will not butt end to end over the centre cross beam, but will be placed alongside of each other, meeting at a common centre of 2 1/2 ft. apart from next set of long beams and have an overlap of 1 1/2 ft. as shown on the enlarged Plan

Plan and section in drawing.

No. 3.

7. Raising & rebuilding abutments are to be built of laterite in cement mortar.

8. All wood work such as wall plates over abutments, spiking beams for the different bays, long & short planks, tops, bottom, & centre rails & uprights, struts & packing pieces are to be made of Erool or Eroombagum, wrought & put up.

9. The rates are fair.

10. Petty superintendence and contingencies are separately charged within 4 percent.

11. The plans and estimates have been countersigned by the Ag. District Engineer Malabar, but has not been countersigned by the President of the District Board. The President however

2569
52

however states "that if the Chief Engineer has no objections he will advise the District Board to adopt the screw pile design."

Stt

8.9.87.

Screw pile design is for the better of the two - Longitudinal having is necessary as well as cross bracing & should be provided - The drawing is given of the construction of the piles.

Wm



2564
2564W
16/11/87
H.M.
22/9/87
PWC No 6522

The design for a bridge on
screw piles is in my opinion
the most suitable.

I think longitudinal
bracing should be provided
as well as cross bracing;
the only objection being the
increased chance of drift
wood becoming entangled
in the piles.

The drawings for the cast iron
couplings, referred to in the
specification are not yet
coming - These couplings
are such to be required, as
piles 35' long and 4" dia
will be very awkward to
manage, they will bend
easily, by their own weight,
if laid horizontal between
supports. I think it would
be better for the bolts that
secure the piles to the couplings,
to pass through the piles &

be secured by nuts in the
ordinary way, instead of
using taper bolts, & be
driven home tight with
a hammer.

W. C.

12.9.87

I suppose the iron work for
the bridge will be got out from
England; in which case
they will make the piles
in convenient lengths, not
involving couplings.

The screw pile design may be
approved, & by election & the
fact that the design of the
couplings before the spec.
are not with the papers.

John

24/9/87

12.9.87 1.27.9.87

No. 566

Malabar District Bds office

Calicut 12th August 1887.

From,

W. Lofan, Esquire,

President, District Board,

Malabar.

To

The Chief Engineer,

Public Works Department

And the Superintending Engineer,

Coimbatore.

Sir,

I have the honor to enclose
two plans and estimates for reconstructing
the Erinjoli Bridge on the outskirts
of Tellicherry.

2. One design provides for
removal of the existing masonry
piers and for constructing the bridge
of iron rolled beams carried on
wrought Iron screw piles. The esti-
-mate works out at Rs 12,500.

3. The other design provides
for utilising the existing masonry
piers

piers which are to carry three
Whipple Murphy Pony Trusses, on
the Centre Spans, and iron rolled
beams on the end spans. The
estimate works out at Rs 15,400.

4. Seeing that we know so
little of what the masonry
piers are really constructed
and what the depth of their
foundations, and seeing also
that the screw pile bridge will
be cheaper by nearly Rs 3,000.
I propose (if you see no objection)
to advise my District Board
to adopt the screw pile design.

5. I may add that al-
though signed by Mr Maylor
our present District Engineer,

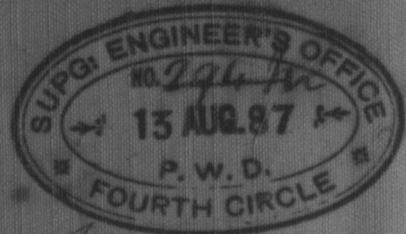
the designs and estimates are
really the work of Mr Anderson
our permanent District Engineer
who has gone home on sick
leave.

6. You will observe that
the necessary borings have been
made.

I have the honor to be,
Sir,

Your most obedient servant

Chunbharma
For President.



The Chief Engineer
P. W. D.

Through the Superintendent
to C. C.
Comptroller

Dy. 12-8-87.

No. 566.

Inv. 6.

Subject

Forwarding ^{for approval} 3 Plans & 2 Estimates for the reconstruction of Erinjoli Bridge on the outskirts of Tellicherry &c



Superintendent Engineer's Office 4th Circle.

Comptroller & Inv. 1887.

No. 356
2nd

FROM,

COLONEL J. BEATTY R. E.,

SUPERINTENDING ENGINEER,

FOURTH CIRCLE.

TO,

The Chief Engineer
P. W. Department.

Encls 7

SIR,

- 3 Plans.
- 2 Estimates
- 1. Specification
- 1. Letter from the President District Board Malabar No. 566 of 12th Instant together with 3 Plans, 2 Estimates and one specification for reconstructing the Erinjoli Bridge on the Tellicherry-Coorg road No. 3, two miles north of Tellicherry; and am of opinion that the design for reconstructing the Bridge shown in drawings Nos. 2 and 3 with iron rolled beams erected on wrought iron

I have the honor to forward the letter of the President District Board Malabar No. 566 of 12th Instant together with 3 Plans, 2 Estimates and one specification for reconstructing the Erinjoli Bridge on the Tellicherry-Coorg road No. 3, two miles north of Tellicherry; and am of opinion that the design for reconstructing the Bridge shown in drawings Nos. 2 and 3 with iron rolled beams erected on wrought iron

Screw

screw-piles, at a cost of Rs. 12,600 is better and cheaper than the other design as per drawing No. 1, (the estimate of which amounts Rs. 15,400) and I recommend the former for the sanction of Government.

2. The estimate for the above screw pile bridge has been examined and slightly corrected in this office, and the total amount raised from Rs. 12,500 to Rs. 12,600.

I have the honor to be,
Sir,

Your most obt. Servant.

J. Peatty. Colonel. R.E.

Superintending Engineer.

It

FROM

COLONEL J. BEATTY R. E.,
SUPERINTENDING ENGINEER,
FOURTH CIRCLE

(6)

Dated.

27th August 1887.

Recd.:

No. 356
20

Encls. 7

Eringoli Bridge on
the Tellicherry Coorg
Road No. 3.

Forwards letter of the
President District Board
Malabar with estimate
for reconstructing
the same and recommends
for the sanction of
Government the esti-
-mate of Rs 12,600 for-

P.W. D.

Cir. 6822
1887.

Note by the Chief Eng^r. P.W. Dept.

The Chief Engineer
agrees in opinion with the
Sup^r Eng^r that of the alternative
plans submitted by the
District Board, the screw
pile design is preferable,
and accordingly recommends
it for the sanction of
Government.

2. It is observed that
the drawings of the couplings
referred to in the Specification
are not with the papers.

Jul 20/9/87
C.W.

Cir

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 27th September 1887

Read the following

From the President, District Board, Malabar

N^o. N^o. 566, of 12-8-87.

the Sup^d Engineer to Circle N^o. 356² of 27-8-87.

Note by the Chief Engineer P.W.D. of 20th Sept 1887.

The estimate amounting to Rs 12,600 for reconstructing the Eringoli Bridge on the Jellicherry - Coorg Road, is sanctioned.

2. This sanction has been registered as local N^o. 26 W of 1887-88.

4/10/87

3. The Local & Municipal Dept with 6 enclos.

Sup^d Eng^r to Circle.

Newspapers

20/9/87

27.9.87

22/9

Cu



6822

Govt. of Madras

PUBLIC WORKS.

16/9/87
Urgent
18.54.55

27/9/87 2564 W.

Erinoli bridge on
the Bellicherry - Coorg
road

Estimate for reconstruction
by the sanctioned

90
6

10/10/87
18.54.55

17