

- (1) பக்கங்களின் எண்ணிக்கை 20
 (2) புதுக்கித் திருப்பிய நாள் 4-7-88 ?
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 6/88

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D துறை

அரசாணை எண்.	1611 — 2	அச்சகம்
மு. கோப்புத் தாள் எண்.		பலவகை
நாள் :	4. 6. 1888	1988

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

4TH JUNE 1888, No. 1611 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

From J. HANNAN, Esq., Superintending Engineer, II Circle, to the Chief Engineer, Public Works Department, dated Bezvada, 4th May 1888, No. 310 K.S. —

I have the honor to forward herewith, for your approval and the sanction of Government, an estimate, amounting to Rs. 10,401, for constructing an iron rail bridge across the Romperu swamp in the 20th mile, first section, of the Peralla and Nakarikal road.

2. Copy of the District Board's Proceedings on the estimate for this bridge, together with a report and data, are forwarded.

3. The rates, &c., are suitable, and the estimate is recommended for sanction.

Note by the Chief Engineer, Public Works Department.

From personal knowledge of the Romperu swamp, I doubt whether the proposed foundations will suffice.

2. There is nothing to show the water-level in the swamp during floods, but it is presumed care has been taken to allow sufficient headway.

22nd May 1888.

(Signed) J. O. HASTED, Colonel, R.E.,
Chief Engineer, P.W.D.

ORDER—dated 4th June 1888, No. 1611 W., Public Works.

The estimate, amounting to Rs. 10,401, for constructing an iron rail bridge across the Romperu swamp in the 20th mile of the Peralla and Nakarikal road in the Kistna District, is sanctioned.

2. Attention is called to the Note by Chief Engineer, Public Works Department.

3. This sanction has been registered as Local No. 6 W. of 1888-89.

(True Extract.)

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

To the Superintending Engineer, II Circle.
„ Local and Municipal Department, with five enclosures.

Exd. F. R. Bantleman.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of (1888) Madras.
PUBLIC WORKS.

Dated June, 4th.

Recd.

Encl.

G.O., 4th June 1888, No. 1611 W.

JUNE

Bridge

Estimate for constructing an iron rail —
across the Romperu swamp in the 20th mile
of the Peralla and Nakarikal road in the
Kistna District, sanctioned.

No. 310 Ks

Supy. Engineer's Office,
2nd Circle, Begavada
4th May 1888.

From,

To,

J. Hannan Esquire,
Superintending Engineer,
2nd Circle.

The Chief Engineer,
Public Works Department,
Madras.

Sir,

Encl. 6

1 Plan

1 Detailed Estimate

1 Specification

1 Estimate in 2 sheets

1 Specification Report

1 St. Board Pro-

to - C. S. S. S.

I have the honor to forward herewith for
your approval and the sanction of Government
an Estimate amounting to Rs. 10,401 for con-
structing an Iron Rail Bridge across the
Romperu Swamp in the 20th mile 1st Section
of the Peralla and Nakarikal Road.

2. Copy of the District Board's Proceedings
on the Estimate for this Bridge, together with
a Report and data are forwarded.

3. The rates &c are suitable and the
Estimate is recommended for sanction.

I have the honor to be,
Sir,

Your most Obedt. Servant,

J. Hannan
Superintending Engineer,
2nd Circle.

Accepted

1872 C.A. 12.5.88

P.W. No. 4223

From

The Supltg Engineer
II Circle

To

The Chief Engineer
P. W. Dept.
Madras

Dated 15 May 1888

By 7.5.88

No 310 Ks.

Encl to

Romperu Swamp - Encl
a bridge across the - in
the 20th mile 15th section of
the Peralla and Nakerikal
Road. Forward an estimate
amounting to Rs 10,401 for the

7/5 1888
S. S. S. S.

Public Works Department.

Current No. 4223

Letter No. 310 Ks.

Dated 15 May 1888

From the Supltg. Engr II Circle

For the Chief Engineer

NOTE OF REMARKS.

The estimate under review
amounting to Rs 10,401 provides
for constructing a bridge across
the Romperu Swamp at the
20th mile of the Peralla and
Nakerikal road in the Kistna
District.

The bridge is designed to have
11 vents of 18' span, the founda-
tions throughout are to be 5' in
depth the width of the founda-
tions for the abutments will be
concrete 6 feet.
1st offset 5 feet.
2nd - do - 4'-6" and then
it will be stepped off 6 inches
in every three feet rise till it
reaches the minimum width
of 2'-6" that of the piers will be
concrete 4'-6"
1st offset 3'-6"
2nd - do - 3'-0 and the

piers to the whole height of
12 feet will be 2' 6" in thickness

The piers will be provided
with stone corbels 5 feet from
bed level for the purpose
of receiving the struts intended
to give additional support
to the four iron rails placed
longitudinally over the piers
at intervals of 3 feet, over
the rails will be placed
slabs of Kapa stone 3" to 4"
in thickness & 6 to 12 feet in
length - gravel 8" in thickness
at centre 6" at the sides will
be placed over the slabs.

The roadway will be pro-
tected on each side by
rails let into blocks of stone.

The approaches on both sides
will be raised to a gradient
of 1 in 50 and metalled.

The weight of the roadway
i.e. stone slabs & gravel is
given at 10 tons and the
live load at 120 lbs per
superficial foot or 12 tons
for each bay and the
weight

weight on each of the 8
struts is given at 3 tons.

The design is in elegant
and the addition of
struts makes it more so.
The struts may be avoided
by using double rails
bolted together instead
of single rails.

The foundations of the
abutments and piers
seem insufficient con-
sidering the nature of
the soil which is stated
to be Black Cotton, during
the rainy season there
will probably be con-
siderable settlement in
the foundations, when
the hot season sets in
and the swamp is dry,
large fissures are sure
to occur so that it
would be well to in-
crease at least the width
of the foundations to

The estimate is sanctioned & will

in the case of the piers
6 feet of concrete,

5 feet for the 1st offset
4½ feet for the 2nd offset
and the piers themselves
from 2½ to 3 feet.

In the case of the abut-
ments 8 feet of concrete
first offset 7 feet, 2nd
offset 6 feet and the
rest stepped off from
5 to 3½ feet.

The concrete to be of
any use should be double
the thickness allowed or
2 feet.

The rate for brickwork,
concrete and plastering
with cement ½" thick are
in excess of the rates given
in the Schedule for Krishna
Western Div.

The plan and estimate have
not been countersigned
by the President of the Dist.
Board, they have however
been approved by the Board
vide Proceedings in the
file.

C. P.
8/5/88

weight-

I do not approve of the
suggestion regarding the
streets, the appearance of
the bridge is not a matter of
great importance, and as the
streets are not great strength
to the bridge, they should
remain.

I would not increase the
width of the piers, or the
depth of the concrete. If the
soil is very hard, brickwork
or plaster, or a greater width
of concrete may be necessary,
but this can only be
ascertained when excavation

Separate sketch is
submitted with
this estimate.

has commenced. To increase
the width of the piers, will

only increase the weight on the foundations.

W. S.
19.5.88

PROCEEDINGS OF THE DISTRICT BOARD, KISTNA PASSED AT A
MEETING HELD AT Maulipatnam ON SATURDAY,
THE 10th March 1888.

Present.

Officials.

M. R. Ky. Baru Raja Row Pantulu Gari Vice President
Treasury Deputy Collector and Presiding
Member.

Non-Officials.

K. Mangatharam Pantulu Gari Row Sahib
H. Nagabhushanam Naidu
Rev. A. Subbarayudu
M. R. Ky. Y. Anjaneyulu Naidu Gari
Min. Shasaram Sahib Khan Sahib
Y. Rajalingam Gari Row Sahib
K. Peda Sahib
M. S. Suddhan Sahib Khan Sahib

13. Read letter No 57 dated 1st March
1888 from the Local Board District
Engineer forwarding estimate for Rs 9710
for constructing an old rail bridge across
Romperu Drainage on the 20½ mile, Prata
Neharicallu road.

The estimate is sanctioned & will

we forwarded to the Superintending
Engineer for scrutiny.

(Signed) B. Raju Row

Vice President

(True Extract)

By order of the

for President

Encls to S.E. H. No. 3106
4-5-88

En. No. 2

Enclosure in No. 6 dated 3-4 April 88
from the President, District Board,
Kistna, to the ^{Superintending} Chief Secretary to Govern-
ment, Local and Municipal Departments,
Madras.

Regard

E. S.

MW 4223/
/88

(Resolution)

Note.

From personal knowledge of
the Pumpkin Swamp, I
doubt whether the proposed
foundation will suffice.

There is nothing below the
water level in the swamp
during flood, but it is presumed
less less than taken to allow
dolphin head way.

John

22/1/88

Cu

No 1644

P. R. A. works
PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 12th June 1888

Read the following

From the Supty. Engineer II Circle H. No. 310 K. L. dt 4 May 1888.
Note by the Chf. Engr. P. W. D. dated 22 May 1888

The estimate amounting to Rs. 10,400, for constructing an iron rail bridge across the Komperu swamp in the 20th mile of the Peralla and Narakkal road in the Kistna District is sanctioned.

This sanction has been registered as Local No. 6 W of 1888-89.

2. Chf. Engr. is asked to be
W. by Ch. Engr. P. W. D.

W. W.
21.5.88

Lo.
24/5/88

Res.
26 May

The Supty. Engr. II Circle
Local and Municipal Deptt. with
5 miles.
The Chf. Engr. for favor of counter-initiate

Cu

Copy
of
B. day

Copy
of
B. day

Est. of 1888, 30 June.
PUBLIC WORKS.

88/4/5

Date

Per

By

0.01, 26 June 1888, No. 164

Dr. 1/2

For the purchase of
a section of the
the London & North
in the 1st mile of the
Kew & Richmond
and the British
Railway.

80
4

10/6 10/6