

Public Works (1897) Department.

G.O., No. 6059
A

DATED 2 July 1897

47/17

[Despatch Abstract.]

Codavari bridge: Accepting the proposed reduction in the height of the —, and directing that the Steamers be adapted accordingly. =

130
6

Dr
22 July 1897

P.W. DEPT.
[1897-98-99]

Indexed

8/7

Government {1897} of Madras.
PUBLIC WORKS.

} 1897.

Spare copies

G.O., No. $\frac{605}{A}$ I., 2nd July 1897.

JULY.

Godavari Bridge

Accepting the proposed reduction in the height of the —, and directing that the steamers be adapted accordingly.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

READ—the following papers:—

Telegram from the Engineer-in-Chief, Gódávári Bridge, to the Joint Secretary to Government, Public Works Department, Irrigation Branch, dated Rajahmundry, 3rd June 1897, No. 143 T.

Government of India proposes to reduce headway above highest flood from 13 feet to 10 roadway being on top of girders instead of between. Original design otherwise unaltered. Do you accept this? Kindly hasten reply.

From the Engineer-in-Chief, Gódávári Bridge, to the Joint Secretary to Government, Public Works Department, Irrigation Branch, dated Rajahmundry, 3rd June 1897, No. 1894.

I have the honour to forward copy of a telegram despatched to you to-day, from which I believe you will readily understand the alteration in design of the Gódávári bridge which has been ordered by the Government of India subject to your concurrence.

I may, however, explain that it is now intended to have the roadway on the top of the main girders instead of between them, and in order to do this without unduly raising the height of the piers, it is proposed to reduce the headway above highest known flood to 10 feet.

May I request the favour of an early reply as to whether this alteration meets with your approval as the commencement of actual work is dependent upon it.

No. 134 I.

Note by the Chief Engineer for Irrigation.

Submitted to Government for orders. In the particulars of the dimensions of the proposed Gódávári bridge which were approved by the Madras Government in G.O., No. 254 I., dated 13th March 1897, the headway under the bridge in a maximum flood was given as 13 feet.

The Government of India now proposed to reduce this to 10 feet.

The two largest Government steamers require 13 feet and $10\frac{3}{4}$ feet with their funnels folded. In the delta the minimum headway prescribed for bridges on first-class canals is 11 feet above full supply or ordinary flood level, and as far as trading boats are concerned, the proposed headway will probably be sufficient.

The steamers can probably be adapted for a headway of 10 feet, but the undersigned cannot say exactly what alterations will be required. It is understood that the alteration in the design of the bridge will effect a large saving in cost.

1st July 1897.

(Signed) W. HUGHES,
Chief Engineer for Irrigation.

ORDER—No. $\frac{605}{A}$ I., dated 2nd July 1897.

In the circumstances stated by the Chief Engineer for Irrigation, the Government accepts the proposed reduction in the height of the Gódávári bridge, and the steamers should be adapted accordingly. The Government considers that the cost of adapting the steamers should be charged to the estimate for the bridge.

The following deferred telegram will be sent to the Engineer-in-Chief, Gódávári Bridge:—

No 12—Your letter 1894. Government accepts reduction in height bridge but considers cost of adapting steamers to reduced height should be charged to bridge.

(True Extract.)

Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Engineer-in-Chief, Gódávári Bridge.
" Superintending Engineer, I Circle.

Exd. Shaik Karim.

Public Works (1897) Department.

Receipt
CURRENT No. 11848

Order

From *The Engineer-in-Chief
Godavari Bridge
Rayachoti*

No. *File*

Dated 3. 6. 97

Received 3. 6. 97

Enclosures

Spare copies

SUBJECT.

*Godavari Ry Bridge.
Telegram requesting to
be informed if the height
of the - above the highest
flood can be reduced
from 13 to 7 ft.*

BACK PAPERS.

FURTHER PAPERS.

No.	Date.

No.	Date.

Public Works (1897) Department.

Reupr
CURRENT No. 11980

Order

From The Engineer-in-Chief
Godavari Bridge
Rayachoti
No. 1894

Dated 3-6-97

Received

Enclosures

Spare copies

SUBJECT.

Godavari Bridge
Requesting to be forwarded
with an early reply with
whether the alterations in
design of the — meets
with E & Co approval

INDIAN TELEGRAPH.					From	Monthly Local
Class.	Words.	Day	Hour.	Minute.	Station	57
15	53/3	5	13	5	Rayachoti	57
To (Person)					From (Person)	
Sd/- To Govt. Engr. in Chief					Sd/-	
Godavari Bridge					Sd/-	
143. I. Godavari bridge					Sd/-	
Government of India					Sd/-	
proposes to reduce					Sd/-	
roadway above highest					Sd/-	
flood. From station					Sd/-	
which is ten roadway					Sd/-	
being on top of					Sd/-	
riders instead of					Sd/-	
existing original design					Sd/-	
otherwise unaltered					Sd/-	
do you accept this					Sd/-	
kindly hasten reply					Sd/-	
RECD. FROM					SENT TO	
At Hrs. Mts. By					At Hrs. Mts. By	
Date Recd 4.36 PM					Date 3 JUN 97	
LCS 3/6/97					Postmaster.	

FURTHER PAPERS.

GODAVARI BRIDGE

ENGINEER-IN-CHIEF'S OFFICE

RAJAHMUNDRY 3rd June 1897.

Service Telegram.

From
THE ENGINEER-IN-CHIEF
Godavari Bridge.

To The Secretary to Government
Irrigation Branch,
Madras.

1437

Godavari Bridge.

Enclosure to No. 1894 Dated 3rd June 1897

Copy forwarded by post for information.

D. J. Watson
Engineer-in-Chief

Engineer-in-Chief.

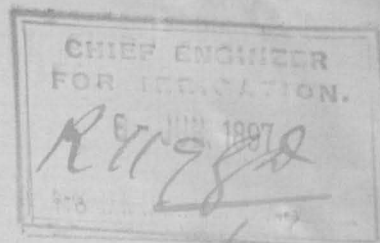
Accompaniment.

one

BACK PAGES

FURTHER PAPERS.

No.



In your reply
Please Quote No.
and date of this
letter.

From

GODAVARI BRIDGE.

No. 1894

THE ENGINEER-IN-CHIEF

Godavari Bridge.

To

*The Secretary to Government
Irrigation Department,
Madras.*

Dated Rajahmundry *3rd June* 1897.

SIR,

I have the honor to forward copy of a telegram despatched to you today from which I believe you will readily understand the alteration in design of the Godavari Bridge which has been ordered by the Government of India subject to your concurrence.

I may however explain that it is now intended to have the roadway on the top of the main girders instead of between them and in order to do this without unduly raising the height of the piers it is proposed to reduce the roadway above highest known flood to 10 feet.

May I request the favor of an early reply as to whether this alteration meets with your approval as the commencement of actual work

Accompaniment.

one

Pass 6570 (17)

work is dependent upon it.

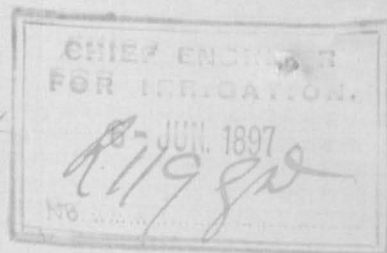
I have the honor to be
Sir,

Your most obedient Servant,

I. J. J. J.

Engineer in-Chief,
Godavari Bridge.

3/6



Public Works (1897) Department.

CURRENT No. 6570

Order

From

The Chief Engineer
for Irrigation

No. 134-S

Dated 1-7-97

Received 5-7-97

Enclosures 3

Spare copies

SUBJECT.

Godavari Ry. Bridge.
Submitting for orders
certain correspondence
relative to the variation
in the height of the —.

6570/97

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH.

READ the following:—

Telegram from the Enquirer - in - Chief - Goddard Bridge
dated 3^d June 1897

Letter from two Engineers in - chief Godavery Bridge
180 1894 dated 3rd June 1897

Endorsement of the Supr. Engineer, First file, No.
C dated 18th June 1897.
161

FOR ORDERS.

Slipped A.
Would it not be possible to borrow the
funds of the steamer, or to build two
new steamers, for less money, than it
would cost to add three feet to the
kind of prices?

Mr. Spring informs me that
the alteration in the design of
the bridge will effect a large saving, ^{possibly} a cable,
I think that in the Delta the
minimum heading prescribed for
single masted Class Cumb is 11 ft above
full supply a ordinary flood level and as
far as trading boats are concerned the
proposed reduced heading will probably be
sufficient - The steamer can be
adapted for a heading of 10 ft but I
cannot exactly say what alterations will
be required. W.H. 22.6.97

W.H. 29.6.97

In the particulars of the dimensions of the proposed Godavari Bridge which were approved by the Madras Govt in G.O. No 254 D of 13 March 1897 the headway under the bridge in a maximum flood was given as 13 feet. The Govt of India now proposes to reduce this to 10 ft. The largest Govt. Steamer requires 13 ft and 10 $\frac{3}{4}$ feet with the stern funnels folded. It is not likely they will be required to go above Rajahmundry in a heavy flood. Such floods are infrequent but flood within one or two feet of the level are not so and the reduction of the headway to 10 ft. above may in flood might often prevent the passage of both steamers and

trading boats under the
bridge. Under these
circumstances it seems
inadvisable to lower the
level of the bridge as
proposed.

25.6.97 W.H.
J.

In the circumstances stated, the proposed reduction
in the height of the Bridge may be accepted, and the
clearance must be adopted accordingly. If ad-
visable, the cost of adopting the clearance
should be charged to the estimate for the bridge.

R.H.

17.97

FOR ORDERS.

Date this 27/9/97

J.H.L.

UP

Read telegram from Secy in Chief
Locomotion Bridge d. 3.6.97

Order from do do
No 1884 d. 3.15.97.
Note by Chief Secy for
Impetus No 134 d. 1.7.97

Submitted to Govt for
orders. In the particulars
of the dimensions of the
proposed roadway bridge
which were approved by the
Madras Govt in L.O.

No 254 d. 13. March
1897 the headway under
the bridge in a maximum
flood was given as

13 feet.
The Govt of India now
proposes to reduce this to
10 ft.

The two largest Govt steamers
require 13 ft and 10 3/4 ft
with their funnels folded.

In the delta the minimum
headway prescribed for
bridges on 1st class canals

Issue

W.H.

3.7.97

To R for favour of
Consulting Engineer

2/2/97

trading boats under the
bridge. Under these
circumstances it seems
inadvisable to lower the
level of the bridge as
proposed.

25.6.97 W.H.
J.

FOR ORDERS.

In the circumstances stated, the proposed reduction
in the height of the Bridge may be accepted, and the
steamer must be adapted accordingly. If ad-
visable, the cost of adapting the steamer
should be charged to the estimate for the bridge.

9.4.97
1.7.97

Date this 27/10/97

J.H.L.

UP

Read telegram from Sup. in Chief
Dorsey Bridge d. 3.6.97

Order from do do
No 1884 d. 3.15.97.
Note by Chief for
Inspector No 134 Idy 1.7.97

Submitted to Govt for
orders. In the particulars
of the dimensions of the
proposed Railway bridge
which were approved by the
Madras Govt in L.O.
No 254 I d. 13. March
1897 the headway under
the bridge in a maximum
flood was given as

13 feet.
The Govt of India now
proposes to reduce this to
10 ft -
The two largest Govt steamers
require 13 ft and 10 3/4 ft
with their funnels folded.
In the delta the minimum
headway prescribed for
bridges on 1st class canals

Issue

W.H.
J.
3.7.97

For R for far from as
Committed initials

2/7/97

is 11 ft above full supply
or ordinary flood level
and as far as trading
boats are concerned
the proposed headway

would probably be sufficient

The steamers can ^{probably} ~~possibly~~
be adapted for a headway
of 10 ft but the undersigned
cannot say exactly what
alterations will be required.

It is understood that
the alteration in the design
of the bridge will effect
a large saving in cost.

made to 605/2 2nd July 1897

In the circumstances stated
~~by~~ by the Chief Engr. for Indus
the Government accepts the
proposed reduction in the
height of the Godavari bridge
and the steamers should
be adapted accordingly -
The Govt. considers that the
~~the Govt. considers that the~~
cost of adapting the steamers
should be
charged to the estimate
for the bridge -

The following telegram will
be sent to the Engineer in Chief
Godavari bridge -

To R for favour of
Committee

To
The Chief Engr for Indus
" Comd Engr for Indus
" Engr-in-charge Godavari
" Supply & Cash.

Telegram to Engineer in Chief
Godavari Bridge

12.
Your letter 1894 government
accepts reduction in height
bridge but considers cost
of adapting steamers to
reduced height should be
charged to bridge.

Telegram
17/87
2/7/97
1/7/97