

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 67 R

DATED 14th January

[Despatch Abstract.]

Shootha Bridge

Sanction of the Govt. of India to the revised estimate of Rs 1,23,987 for substituting stringers for those at present on the — at mile 3 $\frac{3}{4}$ S. W. line, Madras Railway. Communicated to the Consulting Engineer.

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Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	14	R	9-1-93				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

14TH JANUARY 1893, No. 67 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—
G.O., dated 9th January 1893, No. 14 R., Public Works.

Read the following paper:—
Telegram from the Secretary to the Government of India, Public Works Department to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 7th January 1893, No. 19 R.C.

Your letter numbered and dated as follows:—3096 R., 24th December last. Revised estimate for stronger girders on Thootha bridge, Madras Railway, sanctioned. Letter follows.

Order—dated 9th January 1893, No. 14 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings No. 3095 R., dated 24th December 1892.

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper:—
From the Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, the 7th January 1893, No. 20 R.C.

I am directed to acknowledge the receipt of your letter No. 3096 R., dated 24th December 1892, and in reply to communicate the sanction of the Government of India to the revised estimate, amounting to Rs. 1,23,989, chargeable in the proportion of Rs. 51,300 to Capital and Rs. 72,689 to Revenue, for substituting stronger girders and new type of permanent way for those at present on the Thootha bridge at mile 374 South-west line, Madras Railway.

2. This sanction, which has already been communicated in Government of India telegram No. 19 R.C., dated the 7th January 1893, has been registered as No. 1, Madras Railway, of 1893.

ORDER—dated 14th January 1893, No. 67 R., Public Works.

Communicated to the Consulting Engineer for Railways in continuation of Proceedings No. 14 R., dated 9th January 1893.

2. This sanction has been registered as No. 39 R. of 1892-93.
(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
Exd. S. J. Pereira.
Spare Copies.



RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 14th.

Recd.

Encl.

G.O., 14th Jan. 1893, No. 67 R.

JANUARY.

Thootha Bridge

Sanction of the Government of India to the revised estimate of Rs. 1,23,989 for substituting stronger girders, &c., for those at present on the — at mile 374 South-west line, Madras Railway, communicated to the Consulting Engineer.

Code
(Class)

INDIAN TELEGRAPHS. Monthly Number.

To Madras From Calcutta

27.6.4 16.55

To Madras From Works.

19 R.C. Appending

13096. Revised estimate

for stronger girders

on Thootha Bridge

Sanctioned. Letter follows.

(1) Your letter numbered & dated as follows

(2) 21st December last

(3) Madras Railway

Recd. from T.N. Sent to T.N.

At T.N. Mts. by

Calcutta Sim. P. Co. - No. 97 T - 12.6.93 - 4.00.00.

P. W. CURRENT No. 103

N^o 14 R d/ 2^d January/93

Communicated
to the Consulting Engineer
for Railways with reference
to Proceedings No 3095 R.
dated 24 December 1892.

Recd. 7. 1. 93

B

N^o 14, R d 9 January/23

h. 3096 R 7 24.1292

2 Melon / Long / Ry. 19-1-73
- Ex. H. Ry. and -

J.C. 14/1

No. 20 R. C.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction

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The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch.

Calcutta, the 7th January 1898.

Sir,

I am directed to acknowledge the receipt of your letter No. 3096 R. dated 24th December 1892, and in reply to communicate the sanction of the Government of India to the revised estimate amounting to Rs. 1,23,989/- chargeable in the proportion of Rs. 51,300 to Capital and Rs. 72,689 to Revenue, for substituting stronger girders and new type of permanent way for those at present on the Thootha bridge at mile 374 S.W. line, Madras railway.

2. This sanction, which has already been communicated in

* 14 R 1/9-1-93 Government of India telegram No. 19 R. C. dated the 7th

January

P. W. CURRENT No. 205

January 1893, has been registered as No. 1 of 1893.

I have the honor to be,

Your most obedient servant,

J. A. M. M.

M. Eng. S. S.

THE SECRETARY,

Order: 11.1.93

No 3095 R 4/24-12-92
- 3096 R - 24-12-92
- 14 R - 9-1-93

A

No 64 R 8/14-Jan-193

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
Read the following

Prop: of the Govt. of H.E. No. 14 R 7/9 Jan 1893
Madras P. W. Dept.

Resolves

Letter from the Govt. of H.E. No. 20 R.C. 7/7 Jan 93
of India P. W. Dept.

Communicated to

the Consulting Engineer for
Railways in continuation
of Prop. No. 14 R 7/9 Jan 93.

2. This sanction has been
registered as No 39 R.C.
1892.93.

E

J. S. R.

25/1/93
The Consulting Engineer for Railways
- 5/6 R 7/14 Jan 193

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 20th December 1892, No. E. 240/1060.

With reference to your letter No. 1116 of the 19th instant, I have the honour to enclose, for your information, para. 3 of letter No. 873, dated London, 28th October 1892, from the Secretary received in reply to my inquiry whether, under the ruling of the Board in para. 10 of their letter No. 543 of the 18th December 1874, the estimates for strengthening the Thootha, Booga and other bridges should have been submitted for the formal sanction of the Board.

ENCLOSURES.

EXTRACTS (paras. 16, 17 and 18) from letter from the Agent and Manager, Madras Railway, to the Board of Directors, dated 3rd August 1892, No. 2049.

16. Referring to correspondence ending with para. 13 of your No. 849 on the subject of strengthening the girders of some of the older bridges on the line, the Consulting Engineer to Government has in his letters Nos. 584, dated 22nd ultimo, and 597 of the 26th ultimo, drawn attention to para. 10 of your letter No. 543, dated 18th December 1874, in which, after consideration of certain rules laid down by Government for the sanction of future expenditure, the Board state that they authorise the Agent and Manager "to act for them in the matter of expenditure chargeable to Revenue not exceeding in the aggregate Rs. 5,000 in each half-year and they do not desire that proposals for new works with the exception of large bridges, whether chargeable to Capital or Revenue, should be submitted to them. . . . With regard to bridges, the Board desire that plans and estimates of all those expected to cost over Rs. 5,000 may be submitted to them in order that they may, should they consider it necessary, refer them to their Consulting Engineer."

17. The Consulting Engineer has expressed the opinion that, under this ruling, the estimates for strengthening the Thootha, Booga and other bridges should have been submitted for the formal sanction of the Board. The view of this office is that these estimates are not for new works but for necessary outlay upon existing works and do not therefore come under the above exception to the powers delegated by them to their Agent. The design to be adopted in the case of these bridges has already been approved by the Board and their Consulting Engineer and I cannot find that it has ever been the practice to submit formal estimates for the sanction of the Directors except in such cases as that of the reconstruction of the Pápaghni and other large bridges on the North-West line.

18. The Consulting Engineer having now raised the question, I shall be glad to be instructed whether I have correctly interpreted the intention of the Board.

EXTRACT (para. 3) from letter from the Board of Directors, to the Agent and Manager, Madras Railway, dated 28th October 1892, No. 873.

3. From para. 17 of No. 2049, it is observed that the Consulting Engineer is of opinion that, under the ruling of the Board in para. 10 of their No. 543, dated 18th December 1874, the estimates for strengthening the Thootha, Booga and other bridges should have been submitted for the formal sanction of the Board. This ruling was, however, as you suppose, intended to apply to new works and not to those already existing. As regards the bridges in question, the design had already been submitted to the

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No 64 R 2 14 Jan 1893

Board and approved by them and their Consulting Engineer, and, when the principle has once been settled, as in this case, the Board do not desire that estimates may be specially submitted for their previous sanction, although these amounts should be reported for information; but, when a radical alteration in any structure may be proposed, involving a large outlay, they would desire to have forwarded to them both plans and estimates before such work is undertaken.

No. 887.

Endorsement by the Consulting Engineer for Railways, dated Madras, 21st Dec. 1892.

Submitted to Government with reference to para. 4 of this office endorsement embodied in G.O., No. 2452 R., dated 14th October 1892, and in reply to Public Works Department endorsement (herewith returned) No. 5430 C., dated 21st December 1892, on letter No. 1365 R.C., dated 12th idem, from the Government of India.

2. From the correspondence submitted, it will be observed that the Board of Directors having already approved of the design for strengthening the Thootha, Booga and other bridges, do not desire that estimates should be specially submitted for their previous sanction, although the amounts of the estimates should be reported for information.

3. Under these circumstances, it is requested that the Government of India may be asked to communicate sanction to the revised estimate for strengthening the Thootha bridge by telegraph.

ORDER—dated 24th December 1892, No. 3095 R., Public Works.

Ordered that the Government of India be addressed accordingly.

[Here enter No. 3096 R., Public Works, dated 24th December 1892.]

(True Extract.)

(Signed) F. B. WALKER.
Offg. Joint Secy. to Govt.; P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

Exd. A. D Xavier.
Spare Copies

RAILWAY.

Gobt. of {1892} Madras.
PUBLIC WORKS.

Dated December, 24th.

Recd.

Encl.

G.O., 24th Dec. 1892, No. 3095 R.

DECEMBER.

Thootha Bridge, Madras
Railway

Correspondence on the subject of the revised estimate for strengthening the —, ordered to be forwarded to the Government of India.

EXTRACTS (paras. 16, 17 and 18) from letter from the Agent and Manager, Madras Railway, to the Board of Directors, dated 3rd August 1892, No. 2049.

16. Referring to correspondence ending with para. 13 of your No. 849 on the subject of strengthening the girders of some of the older bridges on the line, the Consulting Engineer to Government has in his letters Nos. 584, dated 22nd ultimo, and 597 of the 26th ultimo, drawn attention to para. 10 of your letter No. 543, dated 18th December 1874, in which, after consideration of certain rules laid down by Government for the sanction of future expenditure, the Board state that they authorise the Agent and Manager "to act for them in the matter of expenditure chargeable to Revenue not exceeding in the aggregate Rs. 5,000 in each half-year and they do not desire that proposals for new works with the exception of large bridges, whether chargeable to Capital or Revenue, should be submitted to them. With regard to bridges, the Board desire that plans and estimates of all those expected to cost over Rs. 5,000 may be submitted to them in order that they may, should they consider it necessary, refer them to their Consulting Engineer."

17. The Consulting Engineer has expressed the opinion that, under this ruling, the estimates for strengthening the Thootha, Booga and other bridges should have been submitted for the formal sanction of the Board. The view of this office is that these estimates are not for new works but for necessary outlay upon existing works and do not therefore come under the above exception to the powers delegated by them to their Agent. The design to be adopted in the case of these bridges has already been approved by the Board and their Consulting Engineer and I cannot find that it has ever been the practice to submit formal estimates for the sanction of the Directors except in such cases as that of the reconstruction of the Pápaghni and other large bridges on the North-West line.

18. The Consulting Engineer having now raised the question, I shall be glad to be instructed whether I have correctly interpreted the intention of the Board.

EXTRACT (para. 3) from letter from the Board of Directors, to the Agent and Manager, Madras Railway, dated 28th October 1892, No. 873.

3. From para. 17 of No. 2049, it is observed that the Consulting Engineer is of opinion that, under the ruling of the Board in para. 10 of their No. 543, dated 18th December 1874, the estimates for strengthening the Thootha, Booga and other bridges should have been submitted for the formal sanction of the Board. This ruling was, however, as you suppose, intended to apply to new works and not to those already existing. As regards the bridges in question, the design had already been submitted to the Board and approved by them and their Consulting Engineer, and, when the principle has once been settled, as in this case, the Board do not desire that estimates may be specially submitted for their previous sanction, although these amounts should be reported for information; but, when a radical alteration in any structure may be proposed, involving a large outlay, they would desire to have forwarded to them both plans and estimates before such work is undertaken.

24TH DECEMBER 1892, No. 3096 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. B. WALKER, Esq.,
Offg. Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

With reference to para. 2 of your letter No. 1365 R.C., dated 12th December 1892, requesting the sanction of the Board of Directors, Madras Railway, to the revised estimate for substituting stronger girders and new type of permanent-way for those at present on the Thootha bridge, I am directed to state that, from the accompanying copies of correspondence received by this Government, it will be observed that the Board of Directors having already approved of the design for strengthening the Thootha, Booga and other bridges, do not desire that estimates should be specially submitted for their previous sanction, although the amounts of the estimates should be reported to them for information.

2. Under these circumstances I am to request that the sanction of the Government of India may be communicated by telegraph to the revised estimate submitted with my letter No. 2453.R., dated 14th October 1892.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

FORT ST. GEORGE,
24th December 1892.

Exd. A. D. Xavier
Spare Copies

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated December, 24th.

Recd.

Encl.

24th December 1892, No. 3096 R.

DECEMBER.

Thootha Bridge, Madras
Railway

Forwarding certain correspondence on the subject of the revised estimate for strengthening the Thootha bridge, Madras Railway, with request that sanction to the revised estimate may be communicated by telegraph.