

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 892 R

DATED 18th May

[Despatch Abstract.]

Protective works at 39 5/6 miles, South-west line,
Madras Railway. — Allocation of the estimate
for — sanctioned in G. O. No. 832 R, dated 8th
May 1893.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	832	R	8-5-93				

FURTHER PAPERS.

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

18TH MAY 1893, No. 892 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 8th May 1893, No. 832 R., Public Works.

Read the following papers :—

Read the following papers:—
From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th April 1893, No. E. 347/306.

With reference to minute No. 17, schedule J, of the Official Meeting and Stores Committee held on 24th March 1893, I have the honour to forward herewith an estimate with plan No. 347 for the proposed protective works at 395/5 miles, South-west line, and to request that the sanction of Government may be communicated to the required outlay, Rs. 12,438, chargeable to capital.

2. During a high flood which occurred in July 1892 the river bed immediately below the bridge at the above mileage was scoured out to a considerable depth and the banks on either side washed away to such an extent as to endanger the flooring and abutments of the bridge, so that it cannot be safely left as it is, as another similar flood might wash the floor and bridge away.

3. The proposed protective works are required to secure the bridge and the railway bank adjoining it against further damage by floods and to repair the injury done by the last flood.

4. The matter received my support at the last official meeting at which it was brought forward after discussion at an officers' meeting.

5. Information as to provision in the budget and date on which sanction will lapse is given on the estimate.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 26th April 1893, No. E. 347/359.

I have the honour to retransmit the plan and estimate for protective works at 395/5 miles, South-west line, returned with your letter No. 358 of the 21st instant and to quote below for your information the (Officiating Chief Engineer's description of the effects of the last flood and also his remarks as to the allocation of the expenditure in which I concur:—

ture in which I concur:—

“ I desire to explain that no injury was sustained by the bridge itself or the stone flooring when the last abnormal flood occurred. On this occasion the flood scoured out a deep hole immediately below the flooring of the bridge and eroded both banks of the stream to the extent shown (in yellow) on the plan, the edge of this erosion being dangerously close to the toe of the railway embankment.

"In the event of a similar flood occurring again, the stone flooring would be liable to be undermined and washed away and the slopes of the railway embankment would also come within the influence of the erosive action of the current and the safety of the line would then be endangered. With the object therefore of guarding against this danger the proposed protective works were designed. It would appear from this that the protection now contemplated can only be considered as a new work and the expenditure a legitimate charge to capital."

Order—dated 8th May 1893, No. 832 R., Public Works.

The estimate for protective works at 395/5 miles, South-west line, is sanctioned for Rs. 12,438.

2. The allocation under Capital and Revenue will follow.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper :—

Office-note by the Examiner, Guaranteed Railway Accounts, dated 12th May 1893.

ORDER—dated 18th May 1893, No. 892 R., Public Works.

The sanction accorded in the Government Order read above has been registered as No. 4 R. of 1893-94 and the estimate will be allocated as under :—

Capital ...	...	...	...	...	...	...	...	...	Rs.
Revenue ...	...	...	...	...	...	...	...	...	12,133
									305
								Total ...	12,438

(True Extract.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with plan and estimate.
,, Examiner, Guaranteed Railway Accounts.

RAILWAY.
Govt. of {1893} Madras.
PUBLIC WORKS.

Dated May, 18th.

Recd.

Encl.

G.O., 18th May 1893, No. 892 R.

MAY.

Protective Works at 395/5
miles, South-west Line,
Madras Railway

Allocation of the estimate for — sanctioned in G.O., No. 832 R., dated 8th May 1893.

(2 encls.)

(No. 1.)

No. 6347

306

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 14th April 1893.

The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways.

Madras

SIR,

With reference to Minute No. 17, Schedule J. of the Official Meeting and Stores Committee held on 24th March 1893, I have the honour to forward herewith an Estimate with plan No. 347 for the proposed Protective Works at $395\frac{1}{5}$ miles, South West Line, and to request that the sanction of Government may be communicated to the required outlay, Rs. 12,438, chargeable to Capital.

2. During a high flood which occurred in July 1892 the river bed immediately below the bridge at the above mileage was scoured out to a considerable depth and the banks on either side washed away to such an extent as to endanger the flooring and abutments of the bridge, so that it cannot be safely left as it is, as another similar flood might wash

3341

approx sphere. been well at hand

on about outside of bridge of it
- not the sphere. it seems a bridge
that is made of principles and points
which it is not at all, about it possible

to be for the bridge, it is not at all
to be for the bridge, it is not at all
to be for the bridge, it is not at all

to be for the bridge, it is not at all
to be for the bridge, it is not at all
to be for the bridge, it is not at all

Letter to Mr. No 355.
at present with 18/4/93

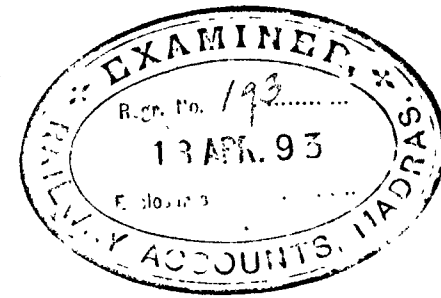
Answer to Mr. No 355. 18/4/93

W. M. C. 18/4/93

On 18/4/93
4246/93

all 6/5
44 8/5 12875

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 18th April 1893.



No. 904

OFFICE NOTE:

6

Letter from the Agent, and Manager, Madras Railway, No.

347
306

Subject.

dated 14th April 1893, forwarded to the Examiner of Railway

Estimate for
protective works
at 395 m, S.W.L.

Accounts, for favor of his remarks.

C. W. M. C.

R.E.

for Consulting Engineer for Railways.

EXAMINER'S REPLY.

If, as the Agent and Manager, Madras Railway, states, a portion of the work is necessitated by way of repairing the injury done by the last flood, a portion of the cost of the estimate should be debited to Revenue instead of to Capital - The estimate is not prepared in a way to enable this office to obtain the necessary information.

I Rgn 7

C. W. M. C.

20. 4. 93

18/4/93

21st April 1893.

To

A. M.

Encs: 2

No. 358 Reply No. 359, dated 26.4.93
(5)

SIR,

I have the honor to return herewith the estimate received with your letter No. E 347 of the 14th inst. & to request that it may be revised so as to show what portion of the work is necessary in order to repair the injury done by the last flood.

CWM 21/4

Reminders.

Subject.

D.S. 5.6
4746/93

(2 Encls.)

(No. 1.)

5000-15-3-88.

No. 6347
359

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 26th April 1893

From

The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways,
Madras

SIR,

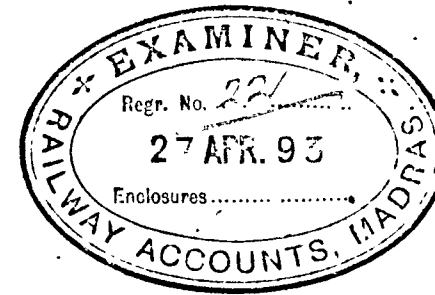
Paper sent to R.R.

I have the honour to retransmit the plan and estimate for Protective Works at 39⁵/₅ miles, South West Line, returned with your letter No 358 of the 21st instant and to quote below for your information the Offg. Chief Engineer's description of the effects of the last flood and also his remarks as to the allocation of the expenditure, in which I concur:—

I desire to explain that no injury was sustained by the bridge itself or the stone flooring when the last abnormal flood occurred. On this occasion the flood scoured out a deep hole immediately below the flooring of the bridge and eroded both banks of the stream to the extent shown (in yellow) on the plan - the edge of this erosion being dangerously close to the toe of the railway embankment.

In

No 5.5
746/53



OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 27th April 1893.

No. 994

OFFICE NOTE.

Letter from the Agent & Manager, Madras Railway, No. E 347
359

dated 26th April 1893, forwarded to the Examiner of Railway
Accounts, for favor of his remarks.

Subject.

Estimate for
protective
works at 395
M. S. W. L.

C. W. Will

R.E.

for Consulting Engineer for Railways.

EXAMINER'S REPLY.

- (1) The explanation may perhaps be accepted and the whole estimate allocated to Capital, but it would, in my opinion, be more correct to charge revenue with the cost of replacing the earth washed away by last year's flood viz Rs 305.
- (2) The estimate requires the sanction of the Local Government.
- (3) Funds are available from the grant for Schedule B. unsanctioned works Budget '93-'94.

J. V. S. S. S.

C. R.

3.5.93

394

MADRAS RAILWAY.

The Agent and Manager,

M. R. Co.,

The Consulting Engineer

for Railways

188

No.

Recd.

Dated

To

From

82 5.4
4746/53

Special

F.M.

H. Ledy.

Agent makes by
two County Capt.
order.

Read letter from

Agent M. Ry. No. $\frac{E. 347.7}{306}$ 14.4.93

Do. — Do. — No. $\frac{E. 347.7}{359}$ 26.4.93

The estimate for
Protective Works @ $\frac{395}{5}$
miles S. W. line is
sanctioned for
12,438/.

The allocation should
be

Capital 5,027

Revenue 7,411

12,438

It seems to me to be entirely new
work properly chargeable to Capital.
The 305 is not for earth work to replace
any railway earthwork washed away
but the material banks of the stream
below the bridge. The railway embankment
is intact. So is the old stone flooring.
The new stone flooring is additional.
It is not a revenue work because it
prevents the destruction of a work, the
repair of which would be chargeable
to revenue.
Anyhow the allocation proposed seems
wrong, because a portion of the Contingency
should go with the R. 7411.

All the earthwork
required for filling
the eroded banks
and the rubble flooring
to replace the removed
out hole below the
bridge being properly
chargeable to Revenue

Uls
may.

Sanction the work at once, if you
think necessary & say that further
order as to the allocation will be issued

Uls

F.M.

$\frac{8}{593}$

9.3
6746/53

No 1098 d/12th May 93

Commissr f. R.

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

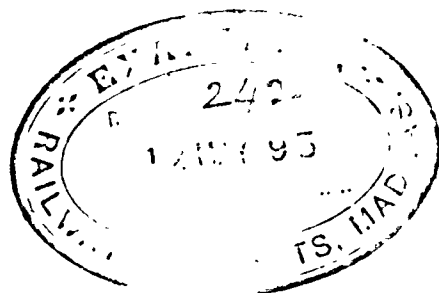
Station _____ date _____ 18 .

NOTE.

I think estimate
should be allocated
as per leaf please
see my reasons -
Mr. does not think
them tenable

Mr. $\frac{8}{5}$ 93

To SR.
1/11/93



For order

Please see note attached.

To SR.
12/11/93
S. R. Ch. / m
C. R.

892

No 832 R & 8th May 193
Recd letter from
Agent M. Ry
no $\frac{8347}{306}$ of $\frac{14}{4}$ 93

Order dated 8th May 1932
No 832 R & 8th May 1932
no $\frac{8347}{359}$ of $\frac{26}{4}$ 93

The estimate for
Protective works
at $\frac{395}{5}$ miles S. W.
line is sanctioned.
In 12,438.

The allocation
under Capital
& Revenue will
follow

Mr. $\frac{8}{5}$ 93

No 407 & 8th May 193.
Copy to Mr. Regal
& Manager, Madras R.

C. R.'s reply to E. R.'s Office note No 1098
dated 12th May 1893.

In my opinion, the allocation should be based on following:-

- (1). A flood scoured out the ^{river bed} ~~stream~~ below bridge to such an extent as to make it almost certain that the bridge would go next flood.
- (2). Were the scum holes left unrepaired the bridge would be lost and Revenue would have to replace it.
- (3). The cheaper course would therefore be for Revenue to replace the scoured out earth and save its bridge.
- (4). In lieu of replacing all the earthwork it was however thought advisable to add to the stability of the bridge by filling some of the gaps with stone and to the extent of the cost of this additional protection Capital may be debited leaving Revenue to fill up the remaining gaps with earth and restore the bridge to its original state when constructed.
- (5). Had it been thought unnecessary to put in additional stone Revenue must have restored the scoured out river bed with earth, and the only fair charge to Capital is consequently the additional stone.

No. 832 R 2 8th May 1893.

3.2
2746/53

DP. 11. 11. 11. 4746

C.R. has proposed to charge the stone flooring to Revenue whereas Revenue was only bound to restore the original earth formation and not to substitute stone for earth.

7). The amount involved omitting the stone flooring is small and hence I did not lay much stress on altering the apportionment in the first instance, but to be strictly accurate, it will be necessary to charge 305/11 plus 5 per cent for contingencies to Revenue.

Recd: 20.5.93
Encls: 9 (blue)

Supd: Mr L
Examiner, Railway Accounts,
Madras.

20/5/93

By C. C.

In cont. of No 832 of 4/5 93
inform Agent Madras
the allocation will be

Capital 12,133
Revenue 245
12,438

ma 7/8

A

12892 R 9 18th May 1893

PUBLIC WORKS DEPARTMENT.
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
Read the following

Prop: of the Madras } H.E. No 832 R 9 8 May 1893
Govt: P.W. Depto: - }

Read also

Office Note by Examinr } H.E. No - 4/12 May 1893
Quato Ry. Accts. from }

The sanction ac-
corded in the G.O. read
above has been registered
as to L. R 7 1893-94
and the estimate will
be allocated as under

Capital Rs 12,133
Revenue - - 305

Total Rs 12,438

F. N. C.

17/5 R

To The Comptroller for Rs
with plans & accts.
Ex. & Ry. Accts.

A

Ms 892 R 7 18 May 1892