

(1) Number of pages 21
(2) Date of repair 20-6-68
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

P. W.

DEPARTMENT.

G.O. No. <u>1122</u>	Press Mis.
<u>180-1</u>	
Dated <u>15-4</u>	18 <u>68</u>

Not to be folded or roughly handled

1/2

*Proceedings of the Madras Government, Public Works Department,
15th April 1868.*

No. 180. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 23rd March 1868, No. 101:—

1. In accordance with the instructions conveyed in paragraph 2 of G. O., dated 12th instant, No. 823, I have the honor to enclose a letter,* with enclosure, which I have received from the Agent of the Great Southern Railway, regarding the delay which, in Captain Lindsay's opinion, had unnecessarily taken place in erecting a temporary bridge at the site of the accident which occurred on the 29th January.

2. Under the circumstances explained by the Chief Engineer, I do not consider that the delay can be deemed excessive.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 21st March 1868, No. 2,533.

In reply to your letter No. 56, of the 14th instant, I send copy of Chief Engineer's explanation. The following is the telegram I received from that Officer on Sunday afternoon, the 9th ultimo: "Communication restored. Engine and trains can now run over temporary wooden-bridge in "eighty-third mile." At 3-30 p. m., the same day, I telegraphed to the Assistant Traffic Manager: "Chief Engineer reports engine and train can now run over the temporary bridge. Start through "working to-morrow."

From the Chief Engineer, to the Agent of the Great Southern of India Railway, dated Trichinopoly, 19th March 1868, No. 5,537.

1. Your No. 7472 enclosing copy of a letter from the Consulting Engineer.
2. I am not aware of any unnecessary delay in erecting the temporary bridge at the 82nd mile. Some days were taken up in bringing the timber by train from Erode, and tools from Caroor, and a day or two passed before the water was sufficiently low to enable men to work in the bottom and remove the stones and broken masonry, which was necessary before piles could be driven.
3. In my letter No. 5,367, of the 1st February, I said that I hoped to complete the work by the 6th. It was the 8th, however, when the train first passed over, and on the 9th the train with an engine crossed the bridge.
4. With the appliances at hand, and with Native workmen, I do not think the time occupied was long for the work.

No. 181. ORDER THEREON, 15th April 1868, No. 1,122.

RAILWAY, No. 13.

Ordered to be recorded.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

No. 2533

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 21st March 1868

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

In reply to your letter No.
55 of the 14th inst. I send copy
of Chief Engineer's explanation.
The following is the telegram
received from that officer on
Sunday afternoon the 9th
inst ulto. "Communication restored.
" Engine and trains can now run
" over temporary wooden bridge
" in eighty third mile." at 3/30pm
the same day telegraphed to
the Assistant Traffic Manager.
" Chief Engineer reports Engine and
" train can now run over the
" temporary bridge. Start through
" working tomorrow."

I have the honor to be
Yours obediently
William H. Betts

32

Great Southern India Railway
 No 5537. Chief Engineer's Office
 Trichunopoly, 19th March 1868.

W. S. Peters Esquire

My dear Sir,
 I am in receipt of your No. 2490¹⁷⁷⁵ enclosing copy
 of a letter from the Consulting Engineer.
 I am not aware of any un-
 necessary delay in erecting the temporary
 Bridge at the 82nd mile. - Some days
 were taken up in bringing the timber
 by train from Erode and took from
 Coonoor, and a day or two passed before
 the water was sufficiently low to
 enable men to work in the bottom
 and remove the stones and broken
 masonry, which was necessary, before
 piles could be driven.

In my letter 5367 of the
 1st February, I said that I hoped to
 complete the work by the 5th. It was
 the 8th however when the train first
 passed over, and on the 9th the train
 with

From P. H. 11/22/68
 The Agent
 W. S. Peters
 The Consulting Engineer
 for Railways
 No 2523
 dated 27th March 1868
 March 23. {
 W.
 Sunday copy of
 Chief Engineer's office
 unless

JW

Quite an engine crossed the bridge.

With the experience at hand and
instructions were given I do not think
the time occupied was long for the
work.

Yours faithfully

Signed/ J. L. Dibblee

Chief Engineer

William S. Betts

Agent

2/3/10

1122

Recorded

Grant St George
15th April 1868

12th 1868
Pro: of Govt. for April
RAILWAY DEPARTMENT.
1102

From
The Consulting Engineer
for Railways,

To
The Secretary to Government,
Public Works Department,
Fort Saint George.

1122-15 April 1868

Work
Dated *23*
Received *March 1868*
No. *101*

En: 2

Submitted as before
from the report of the
C. of P. & C. explaining the
cause of the delay in getting
up the bridge at King's Cross
to Carr's Cross
16/4/68

180-181

25 March 1868 A. 2nd ed. 1868