M.R.O. 1—77,000—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public work DEPARTMENT.

G.O. No. 3182-3 Press Mis.

3-12-40

Dated 18-12-40 19

Not to be folded or roughly handled

No. 308. Read the following Endorsement of the Deputy Consulting Engineer for Railways, dated Madras, 2nd December 1871, No. 526:—

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 29th November 1871, No. 719.

With reference to your letter No. 722, dated the 20th instant, I have the honour to enclose you the copy of a letter* from the Chief Engineer, in which he explains that nine piers of the Huggry bridge have already been constructed with screw piles, and states the circumstances under which this course has been adopted.

* No 636, 27th November

2. The stratum lying beneath the sand in the Huggry is very hard kunkur, which it is intended to level off in order to form an even bed for the cylinders. Any further precaution Mr. Anderson considers unnecessary.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 27th November 1871, No. 636

Your endorsement dated 21st instant on letter No 722, of 20th idem, from the Consulting Engineer.

Nine piers of the Huggry bridge have already been constructed with screw piles These piles in all cases go down to the hard bottom, and form a very sound and solid piece of work. I can see no necessity for pulling them up and substituting cylinders It is only in cases where the depth of sand in the river is too great to admit of the screw piles reaching the hard bottom in one length that I have found it necessary to recommend the use of cylinders Jointed piles do not make a good job, and it was the necessity for having jointed piles in the deeper parts of the Huggry river that caused me to recommend the substitution of cylinders for screw piles.

2. The stratum lying beneath the sand in the Huggry is very hard kunkur. It is intended to level this off to form an even bed for the cylinders, but any further precaution I consider wholly unnecessary.

Submitted to Government with reference to G. O, No. 2,911, of the 16th November 1871.

2. Nine piers of the Huggry bridge have already been constructed with screw piles driven down to a bottom of hard kunkur.

3. These trestles reach the bottom in single lengths; but where, owing to the depth of sand, it is impossible to reach a hard bed with single piles and joints are necessary, it is thought advisable that cylinders should be substituted.

4. The stratum lying beneath the sand is hard kunkur, which it is intended to level for the reception of the cylinders.

(Signed) C. J. SMITH, Captain, R E.,
Deputy Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department, 18th December 1871.

No. 309. ORDER THEREON, 18th December 1871, No. 3,182.

RAILWAY, No. 48.

ORDERED that these papers be forwarded to the Government of India

(True Extract.)

(Signed) R. F. OAKES, Captain, R.E.,
Offg. Joint Secretary to Government.

No. 310. (DOCKET No. 3,183, dated 18th December 1871.)

COPY of the above forwarded to the Government of India, with reference to their letter dated 31st October 1871, No. 2,200-R.

(True Extract.)

Captain, R.E.,
Offg. Joint Secretary to Government.

No. 719

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 29th November 1871

From

Robert B. Elwin Esqre
Agent and Manager of the M R Co.

To

Major H. L. Brandreth, R.E
Offg. Consulting Engineer for Railways

SIR,

With reference to your letter No 722 dated the 20th instant, I have the honour to enclose your No 636- 27 Nov. the copy of a letter from the Chief Engineer in which he explains that nine piers of the Huggey bridge have already been constructed with Screw Piles and states the circumstances under which this course has been adopted

2 The stratum lying beneath the sand in the Huggey is very hard Limkers, which it is intended to level off in order to form an even bed for the Cylinders. Any further precaution Mr Anderson considers necessary

I have the honour to be
Sir
Your most obedient Servant

Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 29th November 1871.
Read 30th "

No 719.

Enclosing with Respects
Transfer of water
Transfer granted to
No 722 copy of Consulting
Engineer's letter
Granting the Chief Engineer
permission to proceed
with proposed Excavation
Huggry Bridge -

Madras Railway Company
Chief Engineer's Office
Madras 27th November 1871

No 636

The Agent and Manager

Dear Sir

Your endorsement dated 21st instant on letter No 722 of 20th idem from the Consulting Engineer

Nine piers of the Huggry Bridge have already been constructed with screw piles. These piles in all cases go down to the hard bottom, and form a very sound and solid piece of work I can see no necessity for pulling them up and substituting Cylinders It is only in cases where the depth of sand in the river is too great to admit of the screw piles reaching the hard bottom in one length that I have found it necessary to recommend the use of Cylinders Jounted piles do not make a good job and it was the necessity for having jounted piles in the deeper parts of the Huggry river that caused me to recommend the substitution of Cylinders for screw piles

2 The stratum lying beneath the sand in the Huggry is very hard Flunker. It is intended to level this off to form an even bed for the Cylinders but any further precaution I consider wholly unnecessary

Yours faithfully
/signed/ Beresford Anderson
Chief Engineer

/True Copy/

Agent and Manager

No. Nr. 5787/II

P. W. 1871 Despatch.

From No 5787.

File Consulting Engineer for Railways

To

File Secretary to Govt. P. W. - Posts

Dated 2nd Dec 6th } Rec'd 2nd Dec/71.

Encl 2. }

No 526.

Submitting a letter received from the Agent-Manager of the E. Comp'y enclosing copy of one from the Chief Engineer furnishing information with regard to the Hugly Bridge.

No 3182-3183. 18 Dec

Rec'd 2 Dec/71 P313
314

Read 19/12/71.

To the Secretary to Govt. of India P. W. Department.

Sir,

I am directed to forward herewith, for the information of the Government of India, a letter from the Agent-Manager of the Eastern Bengal Railway Company, dated the 18th instant, and enclosure, on the subject of the Hugly Bridge.

I have the honor to be,
Sir,
Your most obedient servant,
A. Dyas
Secy to Govt.

Calcutta the 12th

Read 19/12/71.

P. W. Dept. No 5787 dated 18th Dec 1871.

No. 5787

Govt of Madras

PUBLIC WORKS.

To Chief Consulting Engr. for Railways
& The Secretary to the Govt. of India

Dated
Read Encl. 2

Nos. 3182-3183.

Nos. 308-309 & 310

Kaffery Bridge. Report &c.

Forwarding Reports & Prospects with Plans & Estimate of the Kaffery Bridge, N.W. Line, Madras Ry.

Submitted by the Engineer for Ry. Construction & Prospects made in the Estimate of the Kaffery Bridge, N.W. Line, Madras Ry. Ordered to be forwarded to the Govt. of India

Recd 18th Decr

No. 5787

Kaffery Bridge