

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	2148	Press
134-135		Mis.
Dated	10-9-	1872.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
10th September 1872.*

Read the following papers :—

No. 134. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st July 1872, No. 397.

In the Proceedings of Government noted in the margin it was ordered that
28th August 1871, No. 2,197. pending further examination into the
9th October „ „ 2,566. condition of the bridge on the Madras
Railway across the Palar, the Poiney,

and the Goriattum rivers, certain precautions should be observed with respect to inspection and signalling before a train was allowed to pass over any one of the three bridges in question.

2. In their Order dated the 28th June 1872, No. 1,568, the Government stated that, upon a full consideration of the circumstances, they had come to the conclusion that the bridge over the Goriattum river may be reckoned sufficiently safe for the future.

3. I have now the honour to submit a letter* from the Agent of the Madras Railway giving cover to one from the Chief Engineer, in which, with reference to the last quoted order of Government, authority is asked to cancel so much of the previous orders as has reference to the bridge over the Goriattum river.

4. In forwarding this letter I beg to append a copy of the Company's regulation, which provides for the thorough and regular inspection of all the larger bridges on the railway over which night trains are run; and looking to the opinion which has been placed upon record by Government as to the condition of the bridge over the Goriattum river, I consider that the regulation in question provides for as much in the way of precaution as is necessary.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 20th July 1872, No. 517.

ADVERTING to your letter of the 9th instant, No. 523, and to paragraph 2 of the Order* of Government which accompanied it, I have the honour to solicit your attention to the enclosed extract from a letter from the Chief Engineer, in which Mr. Anderson requests me to obtain authority from the Government to cancel so much of their G. O. No. 2,197 of the 28th August 1871; on the subject of the precautions with respect to inspection and signalling as has reference to the Goriattum bridge.

2. May I ask you to be kind enough to obtain and communicate to me the necessary authority at your early convenience.

Extract from a letter from the Chief Engineer, to the Agent and Manager of the Madras Railway, dated 20th July 1872, No. 348.

CONSULTING Engineer's letter No. 523, dated 9th instant, forwarding report of the Committee appointed to inquire into the state of the foundations of the bridges on the Madras Railway, together with Government order thereon.

A plan and estimate of the proposed protective works for the Palar bridge will be submitted in a few days.

*Proceedings of the Madras Government, Public Works Department,
10th September 1872.*

Referring to the 2nd paragraph of the Government Order, I request you will be good enough to obtain from the Government authority to cancel so much of their G. O. No. 2,197 of 28th August 1871, on the subject of the precautions with respect to inspection and signalling as has reference to the Goriattum bridge.

The discussion on the subject of this latter order arose while you were in England; and I ask your attention to the fact that while acting as Agent and Manager I pointed out to the Government that I did not consider that the circumstances of the case as regarded the Poiney, Goriattum, and Palar bridges justified the expense and delay in the working of trains that the G. O. would occasion, and suggested that in the case of the Poiney and Goriattum bridges a special night watchman would sufficiently provide for the safe working of the line, while at the Palar the additional precaution had been taken of reducing the speed of trains over the bridge to ten miles an hour.

WHENEVER night trains run on your division it will be necessary to place special watchmen on all bridges which are over a hundred feet in length, measured from abutment to abutment. It will be the duty of each of these watchmen to walk over and examine his bridge a little before a train is expected, and show his signal on the side nearest the approaching train and 500 paces distant from the bridge. This will give a train time to pull up if anything should be wrong with the bridge.

(Signed) T. H. GOING,
Acting Chief Engineer.

No. 135. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 3rd August 1872, No. 411.

In further reference to the instructions conveyed in the Order of Government, dated the 28th August 1871, No. 2,197, I have the honour to submit a report upon the Poiney bridge, drawn up by the Committee appointed to examine the foundations of the bridges on the Madras Railway.

2. The only bridge which still remains to be reported on is the one over the Naggery river on the North-West Line, and I trust that I shall be able to submit this report before long.

Further Report of the Committee appointed to inquire into the state of the foundations of the Bridges on the Madras Railway.

In continuation of their previous report, and with reference to the Order of Government dated the 28th August 1871, No. 2,197, the Committee have now the honour to forward a list of the borings taken at the bridge over the Poiney river. The greatest depth of sand is shown to be 34½ feet.

2. The sanctioned plan and estimate are also forwarded. A comparison of these with the description of the bridge given by the Committee in their report dated the 15th July 1871, shows that, so far as the foundations are concerned, the sanctioned design was adhered to. The springing level of the arches seems to have been lowered 3 feet, but with the liberal proportion of waterway which has been allowed (25.5 square feet per mile of a catchment basin extending to 8.25 square miles) this is a matter of small importance. The fall of the river bed in the neighbourhood of the bridge averages 13.3 feet per mile.

3. The general conditions in the case of this bridge are not dissimilar to those in the case of the bridge over the Goriattum river. In both cases the foundations are far from what the Committee

*Proceedings of the Madras Government, Public Works Department,
10th September 1872.*

would feel disposed to recommend for bridges of such length and importance. The depth of sand in the bed of the Poiney river is considerably greater than in the bed of the Goriattum river; but on the other hand the fall is somewhat less, and the waterway is very much greater.

4. Upon full consideration of the circumstances, the Committee are inclined to recommend, for the protection of the Poiney bridge, the construction of curtain walls and stone flooring similar to what they recommended in the case of the Goriattum bridge. In deference, however, to the views expressed by Government, in their Order of the 28th June 1872, as to the security of the latter bridge without the addition of protective works, and feeling confident that the probability of scour in the bed of the Poiney river is certainly less than in the bed of the Goriattum river, the Committee do not desire to press upon Government the adoption of an opinion which, however, they feel themselves bound to record.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

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

(..) B. ANDERSON,
Chief Engineer of the Madras Railway.

No. 136. ORDER THEREON, 10th September 1872, No. 2,148.

RAILWAY, No. 24.

THE further investigation into the state of the Poiney bridge reported in the second paper above recorded has shown

that that work was carried out, as to the foundations, in strict conformity with the sanctioned design. Not only the pier foundations rest on wells, but there are stone-in-chunam inverts between piers, under the face of which a line of wells runs, throughout, up and down stream. The springing of the arches indeed has been lowered 3 feet, but the allowance of waterway is still liberal; and in spite of the heavy fall of the river bed, which is of pure sand, there is no evidence of any effects of scour.

2. The Committee observe that the general conditions of this bridge are not dissimilar to those in the case of the bridge over the Goriattum river, and that in both cases the foundations are far from what the Committee would feel disposed to recommend for bridges of such length and importance. They accordingly record their opinion that, for the protection of the Poiney bridge, curtain walls and stone floorings similar to what they recommended in the case of the Goriattum bridge should be constructed, but in deference to the views expressed by Government in the order of the 28th June last they do not press their opinion.

3. The remarks of the Committee have led the Governor in Council to re-consider the decision arrived at with reference to the Goriattum bridge. On full consideration His Excellency in Council feels that the Government would not be justified in incurring the responsibility of rejecting in such a matter the deliberately formed and reiterated opinion of a Committee of professional men whose ability and experience entitle their recommendations to the highest respect.

4. The Governor in Council accordingly resolves to accept and act on the recommendations made by the Committee in regard to both the bridges referred to.

*Proceedings of the Madras Government, Public Works Department,
10th September 1872.*

5. The Consulting Engineer for Railways will see that measures are adopted for carrying into effect the recommendations of the Committee, pending which the precautions enjoined in paragraph 3 of G. O. No. 2,097 of 28th August 1871, will continue to be observed.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Ezd. E. C. Shunker.

*Proceedings of the Madras Government, Public Works Department,
20th August 1872.*

No. 339. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st July 1872, No. 397:—

In the Proceedings of Government noted in the margin it was ordered that,
28th August 1871, No. 2,197. pending further examination into the
9th October „ „ 2,566. condition of the bridge on the Madras
Railway across the Palár, the Poiney,

and the Goriattum rivers, certain precautions should be observed with respect to inspection and signalling before a train was allowed to pass over any one of the three bridges in question.

2. In their Order dated the 28th June 1872, No. 1,568, the Government stated that, upon a full consideration of the circumstances, they had come to the conclusion that the bridge over the Goriattum river may be reckoned sufficiently safe for the future.

3. I have now the honour to submit a letter* from the Agent of the Madras Railway giving cover to one from the Chief Engineer, in which, with reference

* No. 517, dated 20th July 1872. to the last quoted order of Government, authority is asked to cancel so much of the previous orders as has reference to the bridge over the Goriattum river.

4. In forwarding this letter I beg to append a copy of the Company's regulation which provides for the thorough and regular inspection of all the larger bridges on the railway over which night trains are run; and looking to the opinion which has been placed upon record by Government as to the condition of the bridge over the Goriattum river, I consider that the regulation in question provides for as much in the way of precaution as is necessary.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 20th July 1872, No. 517.

ADVERTING to your letter of the 9th instant, No. 523, and to paragraph 2 of the Order* of Government which accompanied it, I have the

* No. 1,568, dated 28th June 1872. honour to solicit your attention to the enclosed extract from a letter from the Chief Engineer, in which Mr. Anderson requests me to obtain authority from the Government to cancel so much of their G. O. No. 2,197 of the 28th August 1871, on the subject of the precautions with respect to inspection and signalling as has reference to the Goriattum bridge.

2. May I ask you to be kind enough to obtain and communicate to me the necessary authority at your early convenience.

Extract from a letter from the Chief Engineer, to the Agent and Manager of the Madras Railway, dated 20th July 1872, No. 348.

CONSULTING Engineer's letter No. 523, dated 9th instant, forwarding report of the Committee appointed to inquire into the state of the foundations of the bridges on the Madras Railway, together with Government order thereon.

A plan and estimate of the proposed protective works for the Palár bridge will be submitted in a few days.

Referring to the 2nd paragraph of the Government Order, I request you will be good enough to obtain from the Government authority to cancel so much of their G. O. No. 2,197 of 28th August 1871, on the subject of the precautions with respect to inspection and signalling as has reference to the Goriattum bridge.

Train

*Proceedings of the Madras Government, Public Works Department,
20th August 1872.*

The discussion on the subject of this latter order arose while you were in England; and I ask your attention to the fact that while acting as Agent and Manager, I pointed out to the Government that I did not consider that the circumstances of the case as regarded the Poiney, Goriattum, and Palar bridges justified the expense and delay in the working of trains that the G. O. would occasion, and suggested that in the case of the Poiney and Goriattum bridges a special night watchman would sufficiently provide for the safe working of the line, while at the Palar the additional precaution had been taken of reducing the speed of trains over the bridge to ten miles an hour.

WHENEVER night trains run on your division it will be necessary to place special watchmen on all bridges which are over a hundred feet in length, measured from abutment to abutment. It will be the duty of each of these watchmen to walk over and examine his bridge a little before a train is expected and show his signal on the side nearest the approaching train and 500 paces distant from the bridge. This will give a train time to pull up if anything should be wrong with the bridge.

(Signed) T. H. GOING,
Acting Chief Engineer.

No. 340. ORDER THEREON, 20th August 1872, No. 1,986.

RAILWAY, No. 52.

AGREEING with the Consulting Engineer that the precautionary measures taken by the Madras Railway Company in the case of the larger bridges over which night trains are run are sufficient to insure a proper amount of protection to the Goriattum bridge, His Excellency the Governor in Council resolves to rescind so much of the orders of the 28th August and 9th October 1871, Nos. 2,197 and 2,566, respectively, as relates to the restrictions placed on the working of that bridge.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Erd. E. C. Shunker.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE.

No. 397

From

Lieut. Col. J. H. M. Shaw R.E.

Consulting Engineer for Railways,

To

Colonel G. W. Walker R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

28 August 1871.
No. 2197.
2 October 1871.
No. 2566.

In the proceedings of Government noted in the margin it was ordered that, pending further examination into the condition of the bridge on the Madras Railway across the Palar, the Poiney, and the Goriattum rivers, certain precautions should be observed with respect to inspection and signalling, before a train

train was allowed to pass over any one of the three bridges in question.

2. In their order dated the 28th June 1872, N. 1568, the Government stated that, upon a full consideration of the circumstances, they had come to the conclusion that the bridge over the Goriattum river may be reckoned sufficiently safe for the future.

3. I have now the honour to submit a letter from the Agent of the Madras Railway, giving cover to me from the Chief Engineer, in which, with reference to the last quoted

x N. 517 dated
20th July 1872

95
quoted order of Government, authority is asked to cancel so much of the previous orders as has reference to the bridge over the Goriattum river.

4. In forwarding this letter I beg to append a copy of the Company's regulation which provides for the thorough and regular inspection of all the larger bridges on the railway over which night trains are run; and looking to the opinion which has been placed upon record by Government as to the condition of the bridge

Madras 31st July 1872
Lieut Col R.E.
Civil Engineer for Railway

Your most Obedient Servant

Wm. Howard Lunt, Jr. R.E.

Cons Engineer for Railway

W.D. 28 Decr / 71 R. 2362-363
Q. W. C. H. ... 128-129
... 402 - 417 - 420

20 Dec 1872
 Dr. J. M. Smith
 New York
 Dr. J. M. Smith
 New York

John S. C. C.

Oct 31
Nov 2 1867

1501

Page 3.

Spreading
the Golden
News Briefs

Oct 21/48. 10. 21/48

CONSULTING ENGINEER'S OFFICE.

No. 411

From

No. 411
Lieut Colonel J. A. M. Shaw New York

Consulting Engineer for Railways,

To

Colonel L. W. Walker R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In further reference to the instructions conveyed in the order of Government dated the 28th August 1871, No. 2197, I have the honor to submit a report — upon the Poingy bridge, drawn up by the Committee appointed to examine the foundations of the bridges on the Madras Railway.

2 The only bridge which
still remains to be reported on

is the one over the Naggedy River
on the North-West line, and I
trust that I shall be able
to submit this report before
long.

Madras: I have the honour to be.

3^d August } Sir,
1872 } Yours most obedt Servt

V. Munthiyanthar

Leone: Engrs for Railways
1111 1111

then see over the Napoleon Street

P. W. 1872 Report.
App. of Govt for Sept.
No 4274.

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 3rd

Recd. 2nd

Sept 1872.

No 2148-10 Sept/72
Enc. 3d No. 411

Inclosing report
on Pomey river bridge,
& informing that
report on Nagany river
bridge, the only one left
in line will shortly be
sent.

Sp 135

S 10 6
15/6

Wherever Night Drains
run on your Division it will be
necessary to place Special Watchmen
on all bridges which are over a
hundred feet in length measured
from abutment to abutment. It
will be the duty of each of these
watchmen to walk over and ex-
amine his bridge a little —
before a train is expected and
show his signal on the side —
nearest the approaching train
and 500 paces distant from the
Bridge. This will give a train
time to pull up if anything
should be wrong with the

Bridge

Bridge.

Received / S. M. Loring
Esq: Chief Engineer.

1. Deice copy /

Wm. Stewart Esq. M.B.

Cons: Engr. for Railways

20. 7. 72.

Extract from a letter from the Chief Engineer
to the Agent and Manager dated the
20th July 1872 No 348

Consulting Engineer's letter No 523 dated
9th instant forwarding report of the Committee
appointed to inquire into the state of the
Foundations of the Bridges on the Madras
Railway, together with Government order thereon.

A plan and estimate of the proposed
protective works for the Palur Bridge will be
submitted in a few days.

Referring to the second para of the
Government order I request you will be good
enough to obtain from the Government
authority to cancel so much of their G.O. No
2197 of 18th August 1871 on the subject of the
precautions with respect to inspection and
signalling as has reference to the Goriathur
Bridge.

The discussion on the subject of this
latter order arose while you were in England,
and I ask your attention to the fact that
while Acting as Agent and Manager I pointed
out to the Government that I did not
consider that the circumstances of the case
as regarded the Vinay, Goriathur and
Palur Bridges justified the expense and
delay in the working of trains that
the G.O. would occasion and suggested
that in the case of the Vinay and Gori-
athur Bridges a special night watchman
would sufficiently provide for the safe
working.

working of the line while at the Palam the
additional precaution had been taken of
reducing the speed of trains over the bridge
to 10 miles an hour.

(True extract)

W. G. L. H. W.
Agent and Manager

No. 517.

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 20th July 1872

From

Robt. B. Clavin Esq.
Agent and Manager. of the M.R.

To

Lieut Colonel J. H. all Shaw Stenard
Consulting Engineer for Railways. R.E.

SIR,

a
sp 1568
dated 28th
June 1872.

Adverting to your
letter of the 9th instant sp 523
and to paragraph 2 of the order
of government which accompanied
it, I have the honour to solicit
your attention to the enclosed
extract from a letter from the
Chief Engineer in which Mr.
Anderson requests me to obtain
authorities from the government
to cancel so much of their G.O.
sp 2197 of the 5th of August
1871 on the subject of the
precautions with respect to
inspection and signalling, as
has reference to the Corrothers

H.

2/11/1872

FRANCIS C. C. C.

FRANCIS C. C. C.

FRANCIS C. C. C.

FRANCIS C. C. C.

FRANCIS C. C. C.

Bridge -

216

2. May I ask you
to be kind enough to obtain
and communicate to me the
necessary authorities at your
early convenience.

I have the honor to be
your most obedient
servant
Wm. J. Carter
Agent and Manager.

S P 3

Further Report of the Committee
appointed to enquire into the state
of the foundations of the bridge
on the Madras Railway.

In continuation of their
previous Report, and with reference
to the Order of Government dated the
28th August 1871, No 2197, the
Committee have now the honour to
forward a list of the borings
taken at the bridge over the Poring
River. The greatest depth of sand
is shown to be $34\frac{1}{2}$ feet.

The sanctioned plan
and estimate are also forwarded.
A comparison of these with
the

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 22nd July 1872.
Recd.

MS. No. 517

Representing authority to
cancel the work of
G.O. No 2197 of 28 August 1871
as relates to the Poring
River. It is submitted
with respect to the
and regarding in reference
to the Government Bridge.

MS. 5737/72.

the description of the bridge given
by the Committee in their report
dated the 15th July 1871 shows that,
as far as the foundations are
concerned, the proposed design
was adhered to. The springing
level of the arches seems to have
been lowered 3 feet, but with
the liberal proportion of waterway
which has been allowed, (25.5
square feet per mile of a catchment
basin extending to 825 square
miles,) this is a matter of small
importance. The fall of the river
bed in the neighborhood of
the bridge averaged 18.3 feet
per mile.

3 The general conditions
in the case of this bridge are:

not

256
not dissimilar to those in the
case of the bridge over the
Gornattum River. In both cases
the foundations are far from
what the Committee would feel
disposed to recommend for bridges
of such length and importance.
The depth of sand in the bed
of the Pining River is considerably
greater than in the bed of the
Gornattum River, but on the
other hand the fall is somewhat
less, and the waterway is very
much greater.

4 Upon full consideration
of the circumstances, the Committee
are inclined to recommend for
the protection of the Pining bridge,
the construction of curtain walls
and

and stone-flooding similar to
what they recommended in
the case of the Horvath Bridge.
In deference, however, to the
views expressed by Government,
in their order of the 28th June
1872, as to the security of the
latter bridge without the
addition of protective works,
and feeling confident that the
probability of scour in the
bed of the Poiney River is
certainly less than in the bed
of the Horvath River, the
Committee do not desire to press
upon Government the adoption
of an opinion which however
they feel themselves bound
to

to record.

27th 5
Montenap St. 102. 12.

Chilworth Capt. R. E.

Brigadier General.

24

Madras Railway.
 Estimate of Bridge, District No. 3, for carrying the
 Railway, over the River Pinner at Trivellum.

Quantities, Rates, Amount.			
1	Excavation ————	14 yds 374 5/4	1/4 433 1/2
2	Brickwork in wells ————	12520	2/1 25040
3	Filling in ground wells ————	8767	3/1 26301
4	Pitching Invert Granite ————	3279	5/1 16395
5	Brickwork ————	14761	4/1 59044
6	Granite on Piles. — this, cut water, and coping ————	1360	9/1 12240
7	Covering bridges with Chunnam ————	11935	18/1 5467 8
8	Centering ————		10000
9	Contingencies 10 per cent ————		18813 13
Total ————			171000

Oct 20 1871.

George B. Mace
 Chief Engineer
 Madras Railway

R. M. A. Key
 Agent.

P. M. 4234/2.
 Survey of the 2. 1871.

Madras Railway & District No. 3.

Statement of Borings taken at Piney Bridge. 316

Number of Borings	Piney No.	Borings						Total depth	By whom bored	Remarks.
		Sand	Clay	Merum.	Gravel	Stones	Iron			
		f. in	f. in	f. in	f. in	f. in	f. in			
1	1	16	6	3	6	1	6	21	6	W. P. D. Godfrey
2	5	11	6	.	.	1	6	16	.	do.
3	9	17	6	.	.	.	9	18	3	do.
4	13	15	6	.	.	.	6	16	.	do.
5	17	22	.	3	.	.	.	25	.	W. P. D. Sullivan
6	21	27	.	.	.	3	.	30	"	do.
7	25	34	6	.	.	.	.	34	6	do. 1st Trial could not go further supposed to be a stratum of Rock
.	.	33	6	.	.	.	.	33	6	do. 2nd Trial — do — do
8	29	25	6	.	.	5	6	31	.	do.
9	33	31	.	.	.	.	.	31	.	do. Could not go further supposed to be a stratum of Rock.
10	37	27	6	.	.	.	.	27	6	do. — do — do
11	41	30	6	.	.	4	.	34	6	do.
12	45	23	6	.	.	3	6	27	.	do.
13	49	17	6	3	6	1	3	22	3	do.
14	53	17	9	.	.	1	3	19	.	do.

President Engineer's Office
 Div. No. 1 South-West Line
 Arcenum, 13th July 1872

1 True Copy
 J. B. P. Feil
 Pres. Engineer

J. B. P. Feil
 Chief Engineer

See a letter from
 the City Engineer dated
 20 Oct. 1872. No -

Received of the
 amount of \$100.00
 for the Piney Bridge
 amounting to \$100.00.

Pr. 427 4/32.

Received 19/10/72 -
 J. B. P. Feil

P. M. 4274/72.
 Secy to the Govt. of Madras

step which in both act
 respect of the formation
 Bridge, and to adopt the
 suggestion of the Committee
 in the bridge was in
 practice. The necessary
 proposed by the Committee way
 a way not a work to the
 cost. The period for the
 carried on. The first in a day
 portion should be by land
 it under the one? stated,
 either bridge. It is a way.
 I do not think it is
 any real danger to the
 bridge. Still, it is at least
 a probability for the 50 in.
 can. and then being, I agree
 to adding the Committee.
 Committee. It is better than
 the other.

This is a very serious
 responsibility for the
 Govt. to have in the face
 of his opinion. I must
 by their opinion. I must
 Minister of the proposed
 and also of the proposed
 regarding the proposed bridge.
 A. N.

His Excellency
 the Governor in Council,
 after a full consideration
 of the circumstances
 affecting the stability
 of the Poiney bridge
 and having regard
 to the confidence
 expressed by the
 Committee that the
 probability of scour
 is certainly a remote

I understand that
 the Govt. appointed a
 Committee to report
 respecting the state of
 the Bridges on the
 Madras Railway;
 and that in its Minute
 of 28th June 1872 the

Public Works

to the Gooriattur bridge,
 His Excellency the Governor
 in Council resolves to
 rescind so much of the
 orders of the 28th August
 and 9th October 1871, Nos
 2197 and 2566, respectively
 as relates to the restrictions
 placed on the working
 of that bridge.

G.M.W.

(Sd/-)

To
 The Comd Engineer
 for Railways.

Recd by 22nd July 1872. No. 18

20/7/72

FILE

Ch^o 3737

Govt. of 1872 Madras.
PUBLIC WORKS.

To

Date

Recd.

G. O.

1872. No.

Nos.

Gooriatum Bridge - Portion
of certain of orders re-
-lating to certain restrictions
placed on the working of
the Gooriatum Bridge
on the basis of the records
to be rescinded -

Recd. 1872. 22nd July. No. 10

Public Works Department

1872. 2148.
Proceedings of the Madras Government

Read the following
From the Engineer (P.R. No. 397 of 31 July 72)
From The Consulting Engineer
for Railways { H.E. No. 411 of 3rd Aug 72 }

A.A.
S.D.S.
M

The further in-
-vestigation into the
state of the Porney
Bridge reported in
above recorded,
the record paper has shown
that that work was
carried out, as to the
foundations in strict
conformity with the
sanctioned design.
Not only the Pier found-
-ations rest on wells,
but there are stone

in channel inverts be-
tween piers, under
the face of which a
line of wells runs,
throughout, up and
down stream. The
springing of the arches
indeed has been lowered
3 feet; but the allowance
of waterway is still
liberal; and in spite
of the heavy fall of the
river bed, which
is of pure sand, there
is no evidence of any
effects of scour.

Still the Committee
feel bound to
record their opinion
I would say
the Committee above
but the present conditions
of the bridge are not
disparaging to those
in the case of the bridge
over the Forth River

and let it be known
the foundations are
far from sound. The Committee
would not dispute the
recommendation for bridge
of such length and
importance. They
unwisely record their
opinion but for the
protection of the Forth
bridge and the walls
stone piers and
to show they recommended
in the case of the Forth
bridge should be
amplified but in
reference to the river
improved by from
in the order of the 28th
June last they do not
express their opinion.

The members of the
Committee have had
the for. in Committee
to consider the decision
arrived at with a view of 28th June with refer-
to the Forth River Bridge. Hence to the Committee
be put under consideration
this Committee in Committee
puts out the for. in
which not to put a pin
in an opinion. The information
of regarding the state
that Buxton walls
and stone flooring
as sanctioned for the
Palar Bridge, but
with less distance
between the walls
and Piers, he adopted
And though they have
signified their rea-
diness not to pre-
that opinion in the
face of the decision
expressed in the 2nd
para of G. O. No. 156
of 28th June with refer-
ence to the Kadiath
Bridge, its reiterated
after publication of
their willingness to

dispensance with such
 precaution cannot
 but lead the Govt
 to reconsider the sub-
 ject with reference
 to both bridges.

And on mature
 reflection His Exc-
 cellency the Governor
 in Council has
 come to the determina-
 tion (not to take)
 upon himself the
 responsibility of
 declining to act on
 the deliberate and
 reiterated expression
 of ^{the} professional opi-
 -nion of a Committee
 of

the majority formed
 and in the
 opinion of a Committee
 of professional men
 whose ability and
 experience with the
 his recommendation to
 the highest respect.

his [unclear] [unclear]
 within 2 days to
 act on his recommendation
 made by the Committee
 in regard to both the
 bridges referred to.

I would say to
 accept &

4368
 Gentlemen, whose
 ability and experience
 entitle their decision
 to the highest respect.
 The Consulting Engineer
 for Railways is there-
 fore instructed to
 see that measures
 are adopted for carrying
 their views into
 effect; pending which the
 precautions enjoined
 in para 3 of L.O.
 No. 2097 of 28 August
 1871, will continue
 to be observed.

G.W.

12th for Engineer

Despatch 16/9/72

C/64274³⁷

Govt. of 1872 Madras.

PUBLIC WORKS.

To The Consulting Engg.
for Railways.

Dated

Recd.

Encl. 6

G. O. 18 Sept. No. 2148.

Nos. 134 @ 136

Piney bridge (Railway) -

Spring orders in letter
from the Engineer but
cutting the Committee's
report on the state of
the Piney bridge -