

(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.	25-20	Press
B.P. No.		Mis. —
Dated	5-9	1874-195

Not to be folded or roughly handled

14

*Proceedings of the Madras Government, Public Works Department,
1st September 1874.*

No. 1. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 11th August 1874, No. 488 :—

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 10th August 1874, No. 712.

With reference to your letter of the 6th instant, No. 738, with which was forwarded a copy of the Order of Government, No. 2,084, dated the 31st ultimo, I have the honor to enclose, for the information of the Government of India, the copy of a letter from the Acting Chief Engineer, explaining the cause of the inaccuracy in the section of the Cheyaur river bed made in 1871.

2. With regard to the question of the enhanced cost of the new bridge, caused by the extreme depths to which the cylinders have been sunk, Mr. Going, you will observe, expresses the hope that in a short time he will be in a position to give this information, and at the same time to furnish a revised section of the bed of the river and an indent for the exact number of segments required to complete the work.

From T. H. GOING, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 8th August 1874, No. 538.

CONSULTING Engineer's letter No. 738, of 6th instant, forwarding copy of Order of Government, dated 31st July 1874, No. 2,084.

As for the cause of inaccuracy in the section of Cheyaur river bed made in 1871, this must be attributed to the imperfections of the boring apparatus used. Our ordinary boring rods are incapable of being screwed into sand to a greater depth than 25 to 30 feet, and as the depth of sand in the Cheyaur bed was believed at least to exceed this, it was thought that a Mitchell's screw pile would be capable of penetrating to the bottom. This means of boring was accordingly adopted, and the Resident Engineer who conducted the borings came to the conclusion that rock was reached when the screw of the pile ceased to sink, although turned round persistently. Some of the piles thus sunk reached more than 60 feet. It was only after excavating the material within the interior of the cylinders, and sinking them to greater depths, that the erroneous indication given by the screw pile was made evident.

2. With reference to the question of enhanced cost of the new bridge, caused by the extreme depths attained by the cylinders, I shall be in a position to give this information very shortly, as well as to furnish the revised section of river and indent for remainder of the segments, as all but one cylinder of the western row have been sunk to the bottom and Mr. West expects this to be done early next week.

SUBMITTED for the information of Government, with reference to their Order, dated 31st July 1874, No. 2,084.

2. Explanation is given herein of the cause of inaccuracy in the section of the Cheyaur river bed made in 1871. The revised section, together with an indent for cylinders still required to complete the work, is promised shortly, and shall be forwarded to Government on receipt from the Agent.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,
1st September 1874.

No. 2. ORDER THEREON, 1st September 1874, No. 2,466.

RAILWAY, No. 1.

ORDERED that these papers be forwarded to the Government of India pending the submission of the revised section called for in their letter of the 9th July 1874, No. 1,554 R, and information as to the extent to which the estimate for the Cheyaur bridge appears likely to be exceeded.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 3. (DOCKET No. 2,467, dated 1st September 1874.)
Copy of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

No. 712.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 10. August 1874.

From

Robert B. Shwin Esq
Agent and Manager of the M R Company

To

Lieut Colonel J. H. M. Shaw Stewart R.E.
Consulting Engineer for Railways.

Sir,

With reference to your letter of the 6th inst. No 738 with which was forwarded a copy of the order of Government No 2084 dated the 31st ultimo I have the honour to enclose for the information of the Government of India the copy of a letter from the Acting Chief Engineer explaining the cause of the inaccuracy in the section of the Cheyaur River bed made in 1871.

2. With regard to the question of the increased cost of the New Bridge caused by the extreme depths to which the cylinders have been sunk. Mr. Goring you will observe expresses the hope that in a short time he will be in a position to give this information, and at the same time to furnish a revised section of the bed of the river and an indent for the

exact number of segments required to complete the work.

I have the honor to be
Your most obedient servant.
Wm. J. K. Lewis
Agent and Manager

To
From

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 10 August 1874
Recd 11/10/74

No. 712

Forwarding of the
from Chief Engineer
as to the value of
machinery in the
section of the
new bed in the
in 1874

Mr. 5080/74

538.

Madras Railway Company
Chief Engineer's Office
Madras 8th August 1874

The Agent and Manager,
Dear Sir,

Consulting Engineer's letter 50738 of
6th instant for forwarding copy of Order of
Government dated 31st July 1874, No 2084.

As for the cause of inaccuracy in
the section of the River bed made in
1871, this must be attributed to the imperfections
of the boring apparatus used. Our ordinary
boring rods are incapable of being screwed
into sand to a greater depth than 25 to 30
feet and as the depth of sand in the Cheyar
bed was believed at least to exceed this, it
was thought that a Mitchell's screw pile
would be capable of penetrating to the
bottom. This means of boring was accord-
ingly adopted and the Resident Engineer
who conducted the borings came to the conclusion
that Rock was reached when the Screw of
the Pile ceased to sink although turned
round persistently. Some of the Piles thus
sunk reached more than 60 feet. It was
only after excavating the material within
the interior of the cylinders and sinking them
to greater depths, that the erroneous indi-
cation given by the screw pile was made
evident.

With reference to the question of
increased cost of the new Bridge caused by
the extreme depths attained by the cylinders

I shall be in a position to give this
information very shortly, as well as
to furnish the revised section of River
and Indent for remainder of the segments
as all but one cylinders of the western row
have been sunk to the bottom and the
rest expects this to be done early next week.

Yours faithfully,
J. H. Goring
Chf. Engineer.

True copy,

W. H. Goring
Agent & Engineer

17/08/05 M
2
23.7.105 Sept 1/14

W. H. Goring

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No 488

Submitted for the
information of Government with
reference to their Order dated 31 July
1874, No 2084.

2 Explanation is given
herein of the cause of inaccuracy
in the section of the Chyau River
made in 1871. The revised
section, together with an indent
for cylinders still required to
complete the work is permitted
shortly, and shall be forwarded
to Government on receipt from the
agent.

W. H. Goring J. H. G.

For Comr: Engr for Railway
L.

Recd

To
The Secretary to Council
Public Works Dept
St. George

[Faint, mostly illegible handwritten text, possibly a letter or report.]

[Extensive handwritten text, mostly illegible, covering the right side of the page. It appears to be a continuation of the document or a separate note.]

[Handwritten notes or signatures at the bottom right corner.]

By Order of the Court that these papers be
 forwarded to the Court of Justice hearing
 the admissions of the revised section
 called for in their letter of the 9th July 1874
 to 15th and information in the extent
 and will the estimate for the repairs
 Bridge above 11th July also executed.
 C. E. Donoghue 18-8-80 11th July
 11th July 1874
 Copy of the above forwarded
 to the Court of Justice.

[Signature]

6d. Copy of 1874/11th.

Ellis

P. W. 1874 20th
 1874 13th 1874
 No: 5080

The General Enquiry
 for the
 The Court of Justice
 10th 1874
 1874 13th

1874 13th August 1874
 1874 13th August 1874

1874 13th August 1874
 1874 13th August 1874

1874 13th August 1874
 1874 13th August 1874

1874 13th August 1874
 1874 13th August 1874

1874 13th August 1874
 1874 13th August 1874

in 1871 -

Forwarding papers
containing explanation
as to the cause
of inaccuracy in
the section of Cheyaur
River bed made
in 1871 -

11 11

50801

Govt. of Madras.
PUBLIC WORKS.

To The Comr. Supd. G. P.
Seydisland
Dated
Recd.

G. O. 1 Sept 1871, No 2667

Nos. 1-3.

Cheyaur River -

Passing orders on
the endorsement by the
Comr. for R. P. sub-
mitting a letter from
the Comr. Agent of the
Madras Ry explain-
ing the cause of in-
accuracy in the section
of the River bed made