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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	424-25	Press
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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th February 1874.*

No. 401. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 5th February 1874, No. 74:—

I HAVE the honour to submit, for the sanction of the Government of India, Indent No. 110 (in duplicate) on the Board of Directors of the Madras Railway Company for 100 cast-iron segments, each 6 feet long, required for the piers of the Cheyaur bridge.

2. From the enclosed letters from the Agent,* it will be observed that some of the cylinders have been sunk, before reaching a hard substratum, to greater depths than were anticipated when the
- * No. 64, 20th January 1874.
„ 116, 4th February „

original indent was prepared. The latter was founded on the borings made in 1871; but from some cause or other it now appears that the boring rods must, in some cases, have stopped short of the hard. A new set of borings is being made, and as soon as this is completed a revised section of the bed of the river will be forwarded, together with a supplemental indent for the exact length of cylinders which will still be necessary. In the meantime the Agent has indented for 100 segments to make up for the extra lengths already sunk; and, with a view to prevent as far as possible any delay in the work, I have authorized the transmission of this indent to the Board of Directors in anticipation of sanction.

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, 20th January 1874, No. 64.

I HAVE the honour to enclose, for your information, copy of a letter* which I have just received from the Acting Chief Engineer, from which it appears that an indent will have to be sent to

* No. 57, 20th instant.

England for cast-iron cylinders in addition to those which have already been indented for.

2. I have asked the Acting Chief Engineer to ascertain as early as he possibly can the depths to which the cylinders will have to be sunk, and to furnish all the necessary details for the information of Government when sending forward the additional indent.

3. In the meantime I have thought it desirable to let you know the position of affairs.

From T. H. GOING, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 20th January 1874, No. 57.

I REGRET having to report that the cast-iron pier cylinders, so far as we have already sunk them in the deeper portion of Cheyaur river bed, have reached depths, before arriving at rock, considerably below what appear by the section of borings made by the Resident Engineer (Mr. L. Roberts) in 1871, a copy of which accompanied indent on the Board No. 59, and from which the depths of piers were calculated.

2. I am now having a new set of borings made by means of a Mitchell's screw, but shall not be in a position to say what additional lengths of cylinders will be required till these borings have been completed. Meantime, however, I write with a view to give the Board early intimation of the unexpected obstacle which has thus arisen to the progress of the work, and in order that the contractors for the cast-iron work may be prepared for a further indent for cylinder segments.

*Proceedings of the Madras Government, Public Works Department.
20th February 1874.*

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, 4th February 1874, No. 116.

In continuation of my letter, No. 64, of the 20th ultimo, I have now the honour to forward (in triplicate) an indent* for 100 additional cast-iron segments, each 6 feet long, for the piers of the Cheyaur bridge.

* No. 110

2. I also enclose a copy of the letter* from the Acting Chief Engineer with which the indent was forwarded by him to me, and I trust that, under the circumstances stated

* No. 123, 3-1 February 1874.

therein, you will be able to communicate the authority of Government to my transmitting the application to my Board by the Mail of Saturday next, the 7th instant.

From T. H. GOING, Esq., Acting Chief Engineer of the Madras Railway Company, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 3rd February 1874, No. 123.

Referring to my letter, No. 57, of 20th ultimo, I now beg to send forward an indent (No. 110) for 100 additional cast-iron segments, each 6 feet long, for the piers of Cheyaur Bridge.

2. This indent is prepared with a view to avoid loss of time, and represents the aggregate depth in excess of the section to which the cylinders have been already sunk. A further indent will be submitted as soon as the new series of borings has been completed. In the meantime it is most important that this indent should be sent forward with the least possible delay, and I trust the Consulting Engineer may be able to pass it in sufficient time for the Mail of 7th instant.

3. As bearing on the views expressed in paragraph 12 of my letter, No. 828, of 10th December last, it is of importance to note that the experience in sinking the cylinders since that date seems to lead to the conclusion that instead of rock the stratum on which the bottoms of the cylinders will be ultimately bedded is a hard grit probably overlying the rock, but into which the cylinders cannot be made to penetrate.

4. If this be so the question of dressing seats for the cylinders 23 to 45 will be well disposed of.

No. 402.

ORDER THEREON, 20th February 1874, No. 424.

RAILWAY, No. 67.

ORDERED that this sanction be reported for the confirmation of the Government of India, to whom the indent will be now transmitted.

(Here enter No. 425, dated 20th February 1874.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin

Four Copies.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 20th February 1874.

No. 403.

No. 425.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 68.

SIR,—In forwarding the accompanying correspondence with an Indent on the Board of Directors of the Madras

Railway Company for 100 cast-iron segments for the piers of the Cheyaur bridge, I am directed by His Excellency the Governor in Council to request that the sanction accorded by the Consulting Engineer to the transmission home of the indent may, under the circumstances explained, receive the confirmation of the Government of India.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. S. T. Austin.

Spare Copies

No. 64

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 20 January 1874.

From

Robert B. Shown Esqr
Agent and Manager of the M. R. Co.

To

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

Sir,

I have the honour to enclose for
No. 57-20 instant your information copy of a letter which
I have just received from the Acting Chief
Engineer, from which it appears that an
Indent will have to be sent to England
for cast Iron Cylinders in addition to
those which have already been indented
for.

2. I have asked the Acting Chief
Engineer to ascertain as early as he
possibly can the depths to which the
cylinders will have to be sunk, and to
furnish all the necessary details for
the information of Government
when sending forward the additional
Indent.

Yr

3. In the meantime I have thought
it desirable to let you know the position
of affairs.

I have the honour to be
Sir

Your most obedient servant,

Wm. J. L. L. L.

Agent and Manager

2057.

Madras Railway Company
Chief Engineer's Office
Madras 20 January 1874.

The Agent and Manager,
Dear Sir,

I regret having to report that the
Cast Iron Pier Cylinders, so far as we
have already sunk them in the deeper
portion of Cheyair River bed, have reached
depths, before arriving at Rock, consider-
ably below what appear by the section
of borings made by the Resident Engineer
(Mr R. Roberts) in 1871 a copy of which
accompanied Indent on the Board 2059
and from which the depths of piers were
calculated.

2. I am now having a new set
of borings made by means of wellitahells
screw but shall not be in a position
to say what additional lengths of
Cylinders will be required till these
borings have been completed. Meantime
however I write with a view to give
the Board early intimation of the
unexpected obstacle which has thus
arisen to the progress of the work and
in order that the Contractors for the
Cast Ironwork may be prepared
for a further Indent for Cylinder
segments.

(True Copy)

[Signature]
Agent & Manager

Yours faithfully,
Edw J H Parry
Chy. Chief Engineer

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

20 January 1874

Recd

21. 1874

By 64.

Respecting the
Cylinders for the
Cheyair Pier -

P.M. 20/1/74

N^o 123

Madras Railway Company
Chief Engineer's Office
Madras 3rd February 1874.

The Agent and Manager

Dear Sir,

Referring to my letter N^o 57 of 20th ultimo I now beg to send forward an Indent (N^o 110) for one hundred additional Cast Iron Segments, each six feet long, for the tiers of Cheyair Bridge.

2. This Indent is prepared with a view to avoid loss of time and represents the aggregate depth in excess of the section to which the Cylinders have been already sunk. A further Indent will be submitted as soon as the new series of borings has been completed. In the meantime it is most important that this Indent should be sent forward with the least possible delay, and I trust the Consulting Engineer may be able to pass it in sufficient time for the Mail of 7th instant.

3. As bearing on the views expressed in paragraph 12 of my letter N^o 828 of 10th December last, it is of importance to note that the experience in sinking the Cylinders since that date seems to lead to the conclusion that instead of Rock the Stratum on which the bottoms of the Cylinders will be ultimately bedded is a hard grit, probably overlying the Rock, but into which the Cylinders cannot be made to penetrate.

4. If this be so the question of dressing seats for

2
P.M. 709/74

for the cylinders 23 to 25 will be well disposed of.

Yours faithfully
(Signed) J. H. Goring
Ag. Chief Engineer

(True copy)

W. H. Goring
Agent and Manager.

4
709/74

No. 110

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 4th February 1874

From

Robert B. Clavin Esq.
Agent and Manager. M. R. Co.

To

Lieut Colonel S. Wm. Shaw Stewart R.E.
Consulting Engineer for Railways.

SIR,

In continuation of my letter
of the 20th ult. I have now the
honour to forward (in triplicate) an
indent for one hundred additional
cast iron segments, each six feet long
for the pier of the Cheyenne Bridge.

I also enclose a copy of
the letter from the Acting Chief Engineer
with which the indent was forwarded
by him to me, and I trust that under
the circumstances stated therein, you will
be able to communicate the authority
of Government to my transmitting the
application to my Board by the mail
of Saturday next; the 7th instant.
I have the honour to be,
Sir, your obedient servant,
Robert B. Clavin
Agent and Manager.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No.

74

From

LIEUT. COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George,

SIR,

I have the honour to sub-
mit, for the sanction of the Govern-
ment of India, indent No. 110 (in
duplicate) on the Board of Directors of
the Madras Railway Company for 100
cast iron segments, each six feet long,
required for the piers of the Cheyenne
Bridge.

From the enclosed letters
2. from the Agents it will be observed
that some of the cylinders have been
sunk, before reaching a hard substra-
tum, to greater depths than were

anticipated

15
N. 64 - 20 Jan'y/74.
116 - 4 Feb'y/74.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 4 February 1874.

Recd.

No. 116.

Forwarding for the
perusal of Port and
Pierage in the Board
for 100 additional
cast iron segments
required for the Cheyenne
Bridge -

anticipated when the original indent was prepared. The latter was founded on the bearings made in 1871, but from some cause or other it now appears that the bearing posts must, in some cases, have stepped short of the harb. A new set of bearings is being made, and, as soon as this is completed, a revised section of the bed of the river will be forwarded, together with a supplemental indent for the exact length of cylinders which will still be necessary. In the meantime the agent has indicated for 100 segments to make up for the extra lengths already sunk, and, with a view to prevent as far as possible any delay in the work, I have authorized the transmission of this indent to the Board of Directors in anticipation of sanction. -

S

Madras
5th February
1874
Edw. Smith

I have the honour to be
Sir
your most obedient servant

McArthur
L. A. R.
Consulting Engineer for Railways.

No 424

P. W. D.

Proceedings of the Madras Government,
Under date the 187.

Read the following:—

From,
The Cong Engineer
for Railways (H. E. Dwyer Esq. 1874)

Ordered that the
sanction be reported
for the confirmation
of the Government
of districts, to whom
the incident will be
now transmitted.

35
Cong Engineer
for Railways
Despatched 23/2/74
H. E. Dwyer dated

Mr. 1874 10th Oct
Genl. 1301/100
RAILWAY DEPARTMENT.

From
The Consulting Engineer
for Railways,
1874.
To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 5/10/1874
Recd. 6/10/1874

Enc. 5. No. 74

Submitting. And as
will be from the
M. G. 100 100
argument required for
the purpose of the
Board.

No 424-425-20-23

Dec 1874

No. 425

To. The Secy: to the Govt
of India

Sir

In forwarding
the accompanying cor-
respondence with an
indent on the Board
of Directors of the
Madras Railway
Company for 100 Cast
Iron segments for the
Piers of the Pheyair
bridge, I am directed
by His Excellency the
Governor-in-Council
to request that the
sanction be accorded
by the Joint Engineer
to the transmission here
of

of the indent may,
under the circumstan-
ces explained, receive
the confirmation of the
Government of India.

G.M.W.

26

Recd with Secy, Secy of Govt
No. 1124 of 1874 & Indent 23/7/74

C/709

Com. of U.S.A. Engineers.

PUBLIC WORKS.

The Consulting Engr.
for Railway
To the Secretary to the
Govt of India

Dated

Recd.

Post 4

G. O. 20 Feb 1901 424-
425.

For 1101-1102 1103

Order. Ordered that the sanction
accorded by the Comdant to the
transmission of the Order on
the Board of Directors of the
M. R. Co. for cast iron supports
for the ~~the~~ Cheyenne Bridge
be reported for the confirma-
tion of the Govt of India.

Respecting confirmation,
the sanction accorded by the
Comdant to the transmission of
the Order to the Board of Directors
for the Cheyenne Bridge, under the
M. R. Co. for cast iron supports.

C/709