

(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.	1577A	Press
B.P. No.		Mis.
Dated	4-6-	195
		875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th June 1875.*

No. 110-A. Read the following letter from Captain ROSS THOMPSON, R.E., District Engineer, Presidency, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Chief Engineer and Secretary to Government, Public Works Department, dated Fort St. George, 25th May 1875, No. 903:—

I HAVE the honor to report that from the only records of the Wallajah foot bridge which are to be found in the office of the District Engineer, Presidency, it appears that plans and estimates for its construction were first called for by "the

- 2 Plans.
- 1 Revised Estimate.
- 1 Comparative Statement.

Military Board" on the 13th December 1852.

2. A "plan, section, and elevation of one bay of a foot bridge, showing the proposed method of construction," was prepared by the Chief Engineer, then Lieutenant-Colonel A. Cotton; this plan is dated 24th December 1852, and from it an estimate for the whole foot bridge, amounting to Rupees 3,032-15-11 and bearing date 17th February 1853, was prepared by the Superintending Engineer of the Presidency Division.

3. The design of the bridge as it now stands is not the same as the design prepared by the Chief Engineer in December 1852. There is, however, no record in the Presidency District Engineer's Office to show when, or by whom, the design was altered.

4. The platform of the bridge in the Chief Engineer's design depends for support upon struts radiating from the single row of piles, whilst in the bridge as constructed the platform is supported by two wooden lattice girders resting on cross timbers over each of the piles. These girders also form the side railings or parapets of the foot bridge.

5. From the year 1853 up to the year 1868 I have been unable to trace anything regarding the bridge.

6. In an extract from the proceedings of the President of the Municipal Commission for the Town of Madras, under date the 6th of April 1868, communicated to the Superintending Engineer, 4th (Presidency) Division, by the Assistant President, the following paragraph occurs:—

"The Executive Engineer (of the Municipality) brought to the notice of the President in memorandum, No. 21, dated the 8th January 1868, the rotten condition of the wooden railings over the Wallajah bridge. Since this, the parapets have been plastered and the wooden foot bridge repaired, but the railing protecting the sides of the bridge has not been touched."

7. The next reference to the work is in a letter from the Superintending Engineer, 4th Division, to the Executive Engineer, Southern Range, Presidency, and is as follows:—

"The Superintending Engineer having inspected the Wallajah bridge this morning with the Executive Engineer, Presidency Division, Southern Range, is of opinion that it needs thorough repair as pointed out on the spot to Colonel Bean. It will be well to up lift the two eastern bays of the wooden foot bridge and bring them to the general level of the bridge."

8. Acting on these instructions the Executive Engineer submitted an estimate, dated 5th June 1868, amounting to Rupees 950, for repairing the Wallajah bridge

JK

Engineer

*Proceedings of the Madras Government, Public Works Department,
4th June 1875.*

and "raising the wooden foot bridge." Of this sum Rupees 530 were to be expended on the Wallajah bridge and Rupees 420 on the foot bridge.

9. This estimate was "sanctioned" by the Superintending Engineer, 4th Division, "for immediate execution" in a memorandum to the Executive Engineer, dated 27th June 1868. The work appears to have been accordingly commenced and carried out in the latter half of the year 1868.

10. On the 11th of January 1869, the Executive Engineer applied for a further grant, to meet expenditure on the Wallajah bridge and foot-way, in excess of the estimate of Rupees 950; and on the 17th February 1869 he submitted a comparative statement and revised estimate for the work, amounting to Rupees 1,410, *vide* enclosures marked F and G. The portion referring to the foot bridge is underlined with red pencil, showing an excess on the original estimate of Rs. 460. The comparative statement shows that Rupees 620 were spent on the Wallajah bridge repairs, and Rupees 790 on the repairs of the foot bridge. It will be observed from the comparative statement marked G that two new piles were estimated for, but a saving was effected by scarfing pieces on to them instead of entirely replacing them with new ones. This, however, had no effect in any way in bringing about the late accident; the piles, although scarfed, still standing firmly in position.

11. From this period, *viz.*, 1869 up to the present time there are no records to show whether the foot bridge ever again underwent repairs.

12. On the 28th April 1875 the eastern bay of the foot bridge, marked in red ink G H on plan, gave way under a number of people who had assembled on it to see the funeral procession of the late Lord Hobart pass to Fort St. George. The lattice girder on the northern or up-stream side of the bridge gave way as nearly as possible in the middle. The lattice girder on the southern or down-stream side is still suspended between its supports, but wrenched and broken by the collapse of the other girder.

13. I have carefully examined the bridge and the broken timbers, and I am convinced that the girders gave way solely because they had a considerably greater weight placed upon them than they were ever intended to support. The teakwood of which they were built is free from decay. Though, from exposure to the sun, it has become drier and more brittle than teak freshly cut from a well-seasoned log. In my opinion, the broken bay would have safely endured the pressure of the ordinary foot traffic of the bridge for another four or five years, probably longer.

14. I would certainly not recommend the restoration of the bridge on the old design, as it is in no way adapted to carrying a *crowd* of people. I am not at all sure that the Wallajah bridge, as it stands, is not capable of carrying all the traffic which is likely to pass over it, except upon very rare occasions.

No. 110-B.

ORDER THEREON, 4th June 1875, No. 1,577-A.

CIVIL WORKS, No. 12-A.

THE Honorable the Governor in Council is of opinion that the restoration of the foot bridge alongside the Wallajah bridge is necessary, and the District Engineer, Presidency, will prepare and submit a design and estimate for a new bridge in which a strong iron lattice girder should be substituted for wood and iron for wooden piles. The structure should be capable of withstanding

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4th June 1875.*

the pressure which would be brought upon it were the platform closely packed with people.

2. At the same time an estimate should be submitted for restoring the broken bay of the bridge on the former design, and for such complete repair, or renewal where necessary, of the rest of the bridge, as may on examination be found requisite.

3. As all constructive work must be postponed until orders shall have been passed on these estimates, they should be submitted with as little delay as possible.

(True Extract.)

(Signed) J. O. HASTED, Major, R.E.,
Officiating Joint Secretary to Government.

To the District Engineer, Presidency.

J. O. Hasted

Exd. E. C. Shunker.

Spare Copies

Engineer

No. 903.

From, *the District Engineer*

The District Engineer

Presidency

To, *the Secretary to Government*

Offy. Chief Engineer, and

Secretary to Government

M.D.

Sir

I have the honor to report that from the only records of the Wallajah foot-bridge which are to be found in the office of the

District Engineer Presidency it appears that plans and estimates for its construction were first called for by the Military Board on the 13th December 1852.

2. A "plan, section, and elevation of one bay of a foot-bridge showing the proposed method of construction" was prepared by the Chief Engineer then Lieut Colonel W. Cotton. This plan is dated 24th December 1852 and from it an estimate for the whole foot bridge amounting to Rs 3032. 15. 11 and bearing date 17 February 1853 was prepared by the Superintending Engineer

Encls:

2. plans.

1. Revised Estt.

1. Comparative Statement.

Engineer of the Presidency Division.

3. The design of the bridge as it now stands, is not the same as the design prepared by the Chief Engineer in December 1852. There is however no record in the Presidency District Engineer's office to show when or by whom the design was altered.

4. The platform of the bridge in the Chief Engineer's Design depends for support upon struts, radiating from the single row of piles, whilst in the bridge as constructed, the platform is supported by two wooden lattice girders resting on cross timbers over each of the piles. These girders also form the side railings or parapets of the foot bridge.

5. From the year 1853 up to the year 1868 I have been unable to trace anything regarding the bridge.

6. In an Extract from the Proceedings of the President of the Municipal Commission for the Town of Madras under date the 6th of April 1868 communicated to the Superintending Engineer 4th (Presidency) Division

20
by the Assett President, the following paragraph occurs:-

"The Executive Engineer" (of the Municipality) "brought to the notice of the President in Memo: No. 21 dated the 8th January 1868 "the rotten condition of the wooden railings "over the Wallajah bridge. Since this, "the parapets have been plastered, and "the wooden foot-bridge repaired, but "the Railing protecting the sides of the "bridge has not been touched."

7. The next reference to the works is in a letter from the Superintending Engineer 4th Division to the Executive Engineer Southern Range Presidency, and is as follows:-

"The Superintending Engineer having inspected the Wallajah Bridge this morning, with the Executive Engineer, Presidency Division, Southern Range, is of opinion, that "it needs thorough repair, as pointed out "on the spot to Colonel Deane. It will "be well to up lift the two eastern bays "of the wooden foot-bridge and bring them "to the general level of the bridge."

8. Acting on these instructions the Executive Engineer submitted an estimate dated 5th June 1868, amounting to Rs 950 for repairing the Wallajah Bridge and raising the wooden foot-bridge. Of this sum Rs 530 were to be expended on the Wallajah Bridge, and Rs 420 on the foot-bridge.

9. This estimate was "sanctioned" by the Superintending Engineer S. Division for immediate execution in a memo to the Executive Engineer dated 27th June 1868. The work appears to have been accordingly commenced and carried out in the latter half of the year 1868.

10. On the 11th of January 1869 the Executive Engineer applied for a further grant, to meet expenditure on the Wallajah Bridge and foot-way, in excess of the estimate of Rs 950; and on the 17th Feby. 1869 he submitted a Comparative Statement and Revised Estimate for the work, amounting to Rs 1410, with enclosures marked A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z. The portion referring to the foot-bridge

is

is underlined with red pencil, showing an excess on the original estimate of Rs 260. The Comparative Statement shows that Rs 620 were spent on the Wallajah Bridge repairs, and Rs 790 on the repairs of the foot-bridge. It will be observed from the Comparative Statement marked B. that two new piles were estimated for, but a saving was effected by scarfing pieces on to them instead of entirely replacing them with new ones. This however had no effect in any way, in bringing about the late accident, the piles although scarfed still standing firmly in position.

11. From this period viz; 1869 up to the present time there are no records to show whether the foot-bridge ever again underwent repairs.

12. On the 28th April 1875 the Eastern bay of the foot-bridge, marked in red link B. H on plan, gave way, under a number of people who had assembled on it to see the funeral procession of the late Lord Roberts pass to Fort St. George. The lattice girder on the northern or up stream

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3. nearly as possible in the middle. The
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am not at all sure that the Wallajah
Bridge as it stands, is not capable
of carrying all the traffic which is
likely to pass over it, except upon
very rare occasions.

I have the honor to be
Sir,

Your most obedient servant

Robert Thompson Captain R.E.
District Engineer
Presidency

Intt Chengpuz
25th Mar 1875.

Geo. G.
TJ

Letter from the District Engineer
 Presidency No 903 dated 25th May/95
 Circulated for the information of
 the Honble the Governor & the
 Members of Government.
 The officiating Chief Engineer P.W.D
 is of opinion that the lamentable
 accident at the Bridge was due
 to the unnecessary strain to which
 the bridge was subjected ^{on} the
 occasion of the funeral of the late
 Mr. Hobbs, and that had
 barriers been put up, and the
 Police been instructed to prevent
 crowds from

Mr. 1872 Dept
 No. 2721
 The Dist. Engineer

Presidency

The Chief Engineer

Depy

Dated 25th May 1895
 Recd 7 June
 + No. 903.
 Encl: Plans sent to the
 District report

on the Wallapah

Bridge, in 1895

J. G. No. 15994. 4-6-95.

3 June 1895
 No. 21115
 No. 27515 (26 24/1/95)
 No. 27519

№ 12.508 1868-05

no accident. The foot bridge appears to have answered the intended purpose for upward of twenty years and if it be kept in repair it will answer this purpose for probably an equal length of time to come - On the rare occasions on which a crowd may be anticipated it would be a very simple matter to prevent too great a weight being placed upon it. The undersigned sees no objection to its restoration on the old design - The foot bridge was

St. Lawrence 71
 Heir 2/1/75
 Car 27/5/75 (26 2/4/75
 A. 11/1/79

116 No. 1598. 4-6-95.

Mr. Mackay

Woodruff constructed to meet an
admitted want and to keep foot
passengers out of the way of horse
traffic converging from different
directions. Inconvenience under them
result from its construction.
On the approaching visit of His Royal
Highness the Prince of Wales it will
be desirable not only at this
bridge but elsewhere to prevent
 undue crowding - Barriers in
charge of the Police are simple and
effective means of securing this object.

W. Woodruff
Officer in Charge

27th March 1871

Same on the St.
 don't run without
 risks - of relief to
 still required a
 strong iron lattice
 foot bridge also
 constructed M

20/5 I am certainly
 maintain a foot bridge between
 the ordinary bridge over the
 Wallajah Bridge & I am
 unable to doubt that the plan of
 the former bridge was suff. for

the purpose. The footbridge was
 the same & must standing in a narrow
 foot lane 20' wide & there the
 bridge is narrow. if it is not
 20' 5" 75

Some certainly allow the footbridge as a great convenience
 & a prevention of accidents from traffic on the bridge -
 there is objection to an iron lattice foot bridge, if there
 is any doubt of its being of doubtful duration &
 security. R.S.

R. Sum Co 7/6/75

2/1/75
 2/1/75
 2/1/75

1/1/75

17th February 1899
 Comparative statement showing the difference between the original and revised Estimate for renewing wooden piles
 plastering the parapet walls and introducing screwing down piles and raising the foot way of the Wallajah Bridge

Description of Works	Original Estimate				Revised Estimate				Increase	Decrease	Remarks
	By order of M. & S. Co.	Quantity	Rate	Amount	Quantity	Rate	Amount	Total			
Repairing the plaster with 2 coats coloured Chumam to walls where required		2772 $\frac{1}{2}$	269	6723		3115 $\frac{1}{2}$	269	7562	847	831	Additional colored plastering Substituted for white.
Repairing the plaster with 2 coats coloured Chumam to the arches where required		5951 $\frac{1}{2}$	3	17889		5573 $\frac{1}{2}$	3	16733		1156	This decrease is owing hydraulic cement having been used between high & low water level.
Plastering with Hydraulic cement to do do do						945	44	4027	4027		This has been used in case of colored plaster between high & low water level and additional work had been done owing to the water being at a very low level.
Pointing Chumam to granite stones		313	107	212		313	107	212			Not provided for in Estimate but found necessary during execution of the work
Rebuilding the circular parapet walls under the wooden sleepers with brick in Chumam						99 $\frac{3}{4}$	23 $\frac{1}{2}$	1461	1461		do do do
Removing old brickwork						100	1	64	64		Four braces provided for in Estimate but not found necessary the old ones being in good order
Leak wood wrought and put up do do do		11-11-10 $\frac{3}{8}$	4	47155		11-1-8 $\frac{1}{16}$	4	44811	344	2154	
		12-2-1 $\frac{3}{8}$	215	35126		11-2-7 $\frac{1}{8}$	215	32131			
Carpenter's Cooly hire for removing and refixing the circular bottom frames braces and posts of the same				16			16				
Iron Clamps 2 ft long		25	10	1510		25	10	1510			
Flat Iron 1 $\frac{1}{2}$ ft long		7	7	31		7	7	31			
Hoops Iron Clamps		2	4	8		2	4	8			
Cooly hire for removing old ones and refixing new iron clamps and plates with new screw nails				7			7				
Leak wood caps with large headed nails including fixing charge & complete		7	112	124		7	24	1512	38		Caps were under estimate for.
Repairing the plaster with 2 coats Chumam to parapet walls		343	246	7132					7132		Colored plastering used instead of this vide remark to right item
Carried				393122			440123		7287	2586	

17th February 1899
 Comparison statement showing the difference between the original and revised Estimate for renewing wooden piles
 for plastering the parapet walls and introducing screwing down piles and raising the foot way of the Wallajah Bridge

Description of Works	Original Estimate					Revised Estimate				Increase	Decrease	Remarks
	By and Date of Instruction	By whom	Quantity	Rate	Amount	Quantity	Rate	Amount	Total			
Brought over												
Red paint 300 lbs to posts & braces			300	2.66	16	2.66	123		728	226	18	
Coaly hire for erecting the scaffolding and removing the same after the work is completed			"	105		"	1428		378			The additional cost was incurred owing to the water having been unusually high when the soffits of the arches were being flattened
Sundry Charge and Superintendence			"	2524		"	29103		47			This is the actual expenditure on the item.
<u>Wooden foot Bridge</u>												
Cross wood piles joining into the old piles with iron binders			2	70	140	28126	579		827			This saving is owing to the fact, having had piles, a carper on them in stead of putting in new piles, by order of the Capt. G. Engr.
Screw bolts into and washers complete including fixing charge instead of new teak wood piles			2	"	60	"	48106		1156			Do Do This increase is owing to new timber put in by order of Capt. Engr. in stead of old piles, which were used and for carving piles.
Coaly hire for driving the piles to 11.10.6			2.15	34	141	2.15	184540		14979			Do Do This increase is owing to new timber put in by order of Capt. Engr. in stead of old piles, which were used and for carving piles.
Teak wood wrought and put up			"	"	"	"	178		178			Do Do This increase is owing to new timber put in by order of Capt. Engr. in stead of old piles, which were used and for carving piles.
Iron bolts 1 ft long with nuts including fixing charge to joint			"	"	"	"	178		178			Do Do This increase is owing to new timber put in by order of Capt. Engr. in stead of old piles, which were used and for carving piles.
Do 12 ft long with screw nuts for forming and strengthening the horizontal frames including fixing charge complete			"	"	"	"	178		178			Do Do This increase is owing to new timber put in by order of Capt. Engr. in stead of old piles, which were used and for carving piles.
Iron large hoops with long bolts screw nuts and fixing charge to join the beams struts and posts for strengthening the same			"	"	"	"	178		178			Do Do This increase is owing to new timber put in by order of Capt. Engr. in stead of old piles, which were used and for carving piles.
Do Do with branches to fix the corbel and longitudinal frames including fixing charge			"	"	"	"	178		178			Do Do This increase is owing to new timber put in by order of Capt. Engr. in stead of old piles, which were used and for carving piles.
Carried over												
					76441				36483	1195		

17th February 1914

Comparative statement showing the difference between the original and revised estimate for renewing wooden planks
 plastering the parapet walls and introducing screwing down piles and raising the foot way of the Wallajah Bridge

Description of Works	Original Estimate					Revised Estimate					Remarks
	By order of Director	By order of Engineer	Quantity	Rate	Amount	Quantity	Rate	Amount	Total	Increase	
Brought over					764.41			1010.14		36483.1195	
Removing and refixing with long and small ashwood nails the horizontal bottom frames above the beams also wooden railing the top planks side frames struts &c with new ashwood nails and screw nails & including the carpenter's and painters Coolchis			140 Pkts	4	35	162 Pkts	10.4	104.10		6910	This excess owing to additional work having been done which was not provided for in the estimate but was absolutely necessary.
Removing and refixing the old planks and joints of the foot path with new iron mounted nails &c. Complete			714	178	124152	724	14	101.8		237.2	This is owing to new planks having been used instead of the old, which were bad
Removing the wooden floor with new teakwood planks of 2" thick and iron mounted nails &c						210	588	12213		12213	This increase is owing to new planks laid instead of faulty old ones.
Red paint 3 coats to new joint & struts &c			100	2.6	2.6	100	2.6	2.6			
Erecting the scaffolding and removing the same after the work is completed								388		388	Not provided for in estimate
Carriage Charge and Superintendence					2323			388		388	The amount provided for this item was found insufficient
Total Rupees					950			1418		610122.142122	
15/2/14								1418		610122.142122	

J.P.M.

Revised Estimate of the expense for renewing the wooden parlings and
plastering the parapet walls introducing screwing down piles and raising the
foot way of the Wallajah Bridge prepared agreeably to the Superintending
Eng^r. Order No. 5072. dated 23rd January 1869.

Measurement				Description of Work	Price		Amount		Total
No.	ft.	in.	ft.		No.	ft.	No.	ft.	
3	11	5	4	Repairing the plaster with 2 coats— Coloured Chumnam to walls & where required—	2	6	7	75	12
5	5	3	2	Repairing the plaster with 2 coats— Coloured Chumnam to soffits of the arches—	3	1	16	3	3
7	27	5	9	Plastering with Hydraulic Cement— 2 coats to D ^o D ^o D ^o	4	4	2	40	2
3	1	3		Pointing Chumnam to granite stone	10	7	2	1	2
9	2	3		Rebuilding the circular parapet— walls under the wooden sleepers— with bricks in Chumnam—	2	3	1	14	1
10	0			Removing old brick work—	1	1	6	1	
21	3	6	5	Bottom circular frames—	7	4	9	16	
2	4	5	3	Top—D ^o D ^o D ^o	10				
16	3	7	3	2 1/2 inside curved D ^o D ^o	2	1	7	2	
Total cut 11.1.8 1/4				Plank wood wrought and put up—	4		9	14	5
14	3	6	5	Railing posts—	6	7	1	3	
1	16	6	5	Bottom long sleeper—	1	8	7	2	
1	8	5	3	D ^o D ^o D ^o	10				
1	8	3	2	Long braces	5				
1	3	3	2	D ^o D ^o	5				
1	3	6	5	Brackets—	5	10			
2	3	2	2	Studs—	3	6			
Total cut 11.2.7				Teak wood wrought and put up—	2	15		9	1
10	4			Carpenter's Cooly hire for removing and refixing the posts and braces of the same—				16	
10				Iron clamps 2 ft long—	10		15	10	
7				Flat Iron 1/2 ft long—	7		3	1	
2				Hoop Iron Clamps—				8	
4				Cooly hire for removing the old ones and refixing new Iron clamps and plates with new nails—				7	
				Carried				42	3

Brought over 425-3
 1257
 2 1 15 12
 2 6 6 1 6
 1428
 32 1 4
 29103
 32 1 4 619

Wooden foot Bridge

Crawl wood piles jointing into the old piles
 with iron binders screw bolts nuts and
 washers &c. Complete including fixing
 Charge 2812 6 57 9

Cooly hire for driving the piles 4810 6

2 12-6-6-6
 1 6-6-6-6
 10 12-6-6-3
 1 20-6-6-3
 8 20-4-13
 8 20-4-13
 2 15-1-13
 3 1-22-2
 18 7-3-3-13
 1 65-53-13
 1 42-53-13
 2 23-53-13
 1 67-3-6-2
 1 84-7-5-2
 30-33-14
 1 11-12-3

6.3 Beams
 5.5 Struts
 15.76 Joists
 2.3.6 Dr.
 61.4 Horizontal bottom frames
 6.1.4 Dr. Dr. Dr.
 4.7 Dr. Dr. Dr.
 5 Small struts
 3.8 10 5 Pailing frames
 3.6 9 2
 2.3 8 10 Side planks to pailings
 2.6 3 10
 12 8 Top plank
 1 7 7 Dr. Dr.
 11 8 5 Frame over wooden floor
 1 15 5 Top frame

Total left 67 7 4
 173 8 4
 2 15 4 6 5 10
 3 1 12 4 17 8
 2 10 4 42
 4 8 4 27
 3 8 4 14

Carried

391-1-4 619

162 - - - - - Removing & removing and
 & small achewood no
 bottom frames about
 wooden pailings the
 frames struts &c. w
 nails and screws a
 carpenter's and saw
 67 - 10 2 72 4 2 - Removing and refixing
 the foot path with ne
 20 10 2 210 - Renewing the wooden f
 planks of 2" thick an
 Red paint 3 coats to new
 Correcting the scaffolding
 same after the work
 Sundry charge and su

15 2 3 2 1 1

Government Secretariat,
 P. W. D.

844th 175 in 18.10.12

175 21/12/1875

Secret

MEMORANDUM

17

REQUESTED for reference the under-mentioned papers:—

The two plans which accompanied
the District Engr's letter No 903 dated
25th May 1875.

See 175

J. Samaraswamy

Head Clerk.

DISTRICT ENGR.'s OFFICE, PREST.,

To *1 June 1875.*

Registrar
The Chief Assistant,
Government Secretariat,
P. W. D.

Al. Wallis
Public Works Dept.

Proceedings of the Madras Government

Under date the 4 June 1875

Read the following:

From

The Dist. Engineer

Presidency

} (H.C. No. 157 of 25th May 1875)
H.C. No. 157 of 25th May 1875

The Honble the
Governor in Council is of
opinion that the restoration
of the foot bridge along
side the Wallajah bridge
is necessary, and the District
Engineer Presidency will
prepare and submit a
design and estimate for
a new bridge in which
a strong iron lattice girder
should be substituted
for wood and iron for
wooden

MA

LR

R.S.E

wooden piles. The structure should be capable of withstanding the pressure which would be brought upon it were the platform closely packed with people.

2. At the same time an estimate should be submitted for restoring the broken bay of the bridge on the former design and for such complete repair or renewal where necessary of the rest of the bridge as may on examination be found requisite.

3. As all constructive work must be postponed until orders shall have been

been passed on these estimates, they should be submitted with as little delay as possible.

En. S. Copy Despt to Lt Engineer only
on the 4th 6/75

To D. E. Perry ✓ 2 Plans sent in the 9th June 1875
Thos Dept ✓ JS Despt - 22 6-75
" "

En. S. Despt

207

3721

Govt. of Madras.
PUBLIC WORKS.

20

The Engineer.
Presidency

Date

Page

Encl.

Encl.

G. O. 4 June 1873, No. 1577A

Nos. 110A-110B.

Vallajah Bridge, Madras.
Passing orders on the
report of the District
Engineer, Presidency,
on the ———.

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