

(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.	2873.74	Press	Original
B.R. No.		Mis.	
Dated	7. 10.	195	1876

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th October 1875.*

No. 101. Read the following telegram from the Secretary to the Government of India, Public Works Department, Simla, to the Secretary to the Government of Madras, Public Works Department, Ootacamund, dated 28th September 1875:—

PLEASE send abstract of estimate of Rupees 1,80,150 for Lawrence Asylum at Ootacamund, quoted against Item 12 of Madras Imperial Budget for 1863-64.

No. 102. ORDER THEREON, 7th October 1875, No. 2,873.

CIVIL WORKS, No. 8-A.

ORDERED that the following letter be sent:—

(Here enter No. 2,874, dated 7th October 1875.)

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Ed. S. T. Austin.
Spare Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 7th October 1875.

No. 103.

No. 2,874.

FROM

MAJOR-GENERAL 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.

CIVIL WORKS, No. 8-B.

SIR,—I am directed to acknowledge the receipt of your telegram of the 28th September, requesting to be furnished

with the abstract estimate of Rupees 1,80,150 for the Lawrence Asylum at Ootacamund, quoted against Item 12 of the Madras Imperial Budget of 1863-64.

2. In reply I am to transmit copy of the original estimate of Rupees 1,87,780, which was subsequently reduced to Rupees 1,80,150, probably by reduction of the items of superintendence and sundries. The estimate as revised cannot, however, be traced.

3. I am to add that this estimate was never sanctioned, as it related to alterations of the old Asylum which were not carried out; a new building having been constructed.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Major-General, R.E.,

Secretary to Government.

Exd. S. T. Austin.

Spare Copies

P. W. 1895-Sept.
No: 6440

From

Govt. of India

dated 28 Sept.
Recd. 11 Oct 3 1895.
Telegram

Requesting to be furnished
with the Abstract Est.
of Rs. 1,80,000 for the Law
and Asylum at Cochin
and quoted against
Item 12 of the Madras
Imperial Budget of 1893-94.

No. 2873-74. 7-10-95.

Recd. 11-10-95
L. Sheet 2 Oct

No. 2873 Public Works Dept.

Proceedings of the Madras Government
Under date the 7th Oct 1895
Read the following

Telegram from

The Govt. of India (No. 2873-74. 7-10-95)

Ordered that
the following letter be
sent.

(No. 2874/7 Oct)

No 2874
To the Secy. to the Govt. of India
Public Works Dept.

Sir,

I am directed to
acknowledge the receipt
of your telegram of the
25th

28th September request-
ing to be furnished
with the abstract Es-
timate of Rs 180,150 for
the Lawrence Asylum
at Botetamund quoted
against Item 12 of the
Madras Imperial
Budget of 1863-64.

In reply I am
to transmit copy of the
original Estimate of
Rs 187,780 which was
subsequently reduced
to Rs 180,150, probably
by reduction of the items
of Superintendence and
Sundries. The Estimate
as revised cannot how-
ever be traced.

58
I am to add that
this Estimate was never
sanctioned as it related
to alterations of the old
Asylum which were
never carried out; a
new building having
been constructed.

G.W.

ms despd D.C. of S
with the Encls. - 7/9/75

S C Drpd -

22-10-75

64487

Subt. of 118751 30V121.

PUBLIC WORKS.

Sub of India

Subt.

Subt.

Subt.

G. O.

1873, No. 2873-2874

Nos. 101-102

103

Transmitting copy of the original estimate of Rs. 1,87,780 for the Lawrence Asylum at Potacamund, which was subsequently reduced to Rs. 1,80,150, intimating that the estimate as revised cannot be traced.

Abstract Estimate of Rs. 1,80,150 for the Lawrence Asylum at Potacamund, quoted against Item 12 of the Madras Imperial Budget 1883-84. - Passing orders on telegram from the Govt. of India requiring to be furnished with the

*Proceedings of the Madras Government, Public Works Department,
3th October 1875.*

No. 104. Read the following letter from Major C. J. SMITH, R.E., Officiating Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 23rd September 1875, No. 533 :—

REFERRING to the Proceedings of Government, No. 2,919, dated 13th October 1874, I have the honor to forward letter, No. 982, dated 20th instant, with enclosure, from the Agent of the Madras Railway, requesting the sanction of Government to the removal of the restriction of speed of trains over the girder bridges at 308-7 and 313-12 miles on the Nilgiri Branch.

2. In their order, No. 2,692, dated 21st September 1874, the Government approved of the arrangement mutually agreed upon by the Consulting Engineer and the Railway authorities that the maximum speed of trains over all bridges on the Madras Railway, composed of wrought iron girders on screw pile piers, should be

* 308-7 and 313-12.

No. 2,919, dated 13th October 1874.

limited to ten miles per hour, and the bridges* now alluded to form two of seven such bridges included in the list embodied in the Proceedings of Government marginally noted.

3. The tests for determining the amount of oscillation caused by trains running at a high speed over the bridges were taken in the presence of Lieutenant-Colonel Shaw-Stewart who was satisfied with the results. Under these circumstances, I recommend that the restriction on speed over bridges at 308-7 and 313-12 be removed.

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 September 1875, No. 982.

WITH reference to the accompanying copy of the Chief Engineer's letter, No. 708, of the 18th instant, and its enclosures, I have the honor to request that, if you agree with the opinion expressed by Mr. Anderson, you will be so good as to communicate to me sanction for the removal of the restriction as to the speed of trains as far as the girder bridges at 308-7 and 313-12 Nilgiri Branch are concerned.

From B. ANDERSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 18th September 1875, No. 708.

I SEND you, herewith, copy of a letter, No. 719 A, of 16th instant, from the Resident Engineer, 4th Division, South-west Line, forwarding a statement, giving the result of tests taken by my directions, to show the amount of oscillation caused by trains running at a high speed over the girder bridges at 308-7 and 313-12 Nilgiri Branch line.

2. These tests were made in the presence of Colonel Shaw-Stewart, and satisfactorily show, as I fully expected they would, that the screw pile bridges on the Nilgiri Branch are in all respects steady and reliable structures.

3. No reason whatever exists why trains should not be allowed to traverse them at a speed of 40 miles an hour, and I will ask you to be good enough to apply for the sanction of Government to remove the restriction as to speed that is in force as regards these bridges.

original and enclosure

*Proceedings of the Madras Government, Public Works Department,
8th October 1875.*

From F. B. HANNA, Esq., Resident Engineer, 4th Division, to B. ANDERSON, Esq., Chief Engineer, Madras Railway Company, dated Pothenore, 16th September 1875, No. 719 A.

I beg to send you the following detailed account of the testing (for oscillation only) of the girder bridges at 307-17, 308-7 and 313-12, Nilgiri Branch, which was carried out yesterday in the presence of the Consulting Engineer.

2. Mr. George Hardinge and Captain Hardinge, R.A., kindly assisted in taking the observations; so we were able to watch the instruments at the centres of all the spans during the passage of the trains, and were thus enabled to fix the zero points, &c., with great accuracy.

3. The high wind which was blowing altered the zero points of some of the instruments from moment to moment, where I had reason to think this had caused a result which could not be depended upon. I have given the total oscillation only.

4. The train consisted of —

	T. Cwt. Qrs.
Engine No. 35, six wheels coupled goods	23 1 0
Tender	17 15 1
High-sided open goods, No. 720, tare 5-3-2, load 3	8 3 2
Do. do. No. 83, " 5-3-0, " 5	10 3 0
Carriage B, No. 6	7 15 0
Brake-van	7 6 1
	79 4 0

5. The instruments were attached to the top flanges of the west girders, and to the west trestle caps respectively; the train ran from north to south in all cases. The spans and trestles are numbered from south to north.

6. I am unable to explain the cause of the unexpected result obtained in the case of the bridge at 307-17, where you will observe the oscillation due to the higher speed is less than in the first experiment. Colonel Shaw-Stewart was watching one instrument, and I myself was at the other in both cases, and we each noticed the fact at once, so I am sure the result is not due to an error in observation.

7. As I have already informed you by telegraph, the Consulting Engineer considers it unnecessary to restrict the speed over the bridges at 308-7 and 313-12, the total oscillation being, with one exception, under three-quarters of an inch; speed has never been restricted over 307-17, which was tested with a view to compare masonry and trestle piers.

308th mile, 7th telegraph post, Nilgiri Branch, girder bridge of 4 spans of 70 feet each, masonry abutments, screw pile piers.

	SPEED, 20 MILES AN HOUR.			SPEED, 40 MILES AN HOUR.		
	MOVEMENT.		Total Oscillation.	MOVEMENT.		Total Oscillation.
	To West.	To East.		To West.	To East.	
Centre of span, No. 1	0-08	0-145	0-205	0-11	0-44	0-55
Do., " 2	0-03	0-24	0-27	...	...	...
Do., " 3	0-04	0-35	0-39	0-12	0-78	0-90
Do., " 4	0-155	0-35	0-505	0-135	0-455	0-59
16 feet from S. abutment	...	...	0-22	...	...	0-23
48 do. do.	...	...	...	...	...	0-31
Trestle, No. 1	...	...	0-025	...	...	0-055
Do., " 2	...	...	...	...	...	0-075
Do., " 3	...	...	0-07	0-035	0-075	0-11

*Proceedings of the Madras Government, Public Works Department,
8th October 1875.*

313th mile, 12th telegraph post, Nilgiri Branch, girder bridge of 4 spans of 70 feet each, masonry abutments, screw pile piers.

	SPEED, 20 MILES AN HOUR.			SPEED, 40 MILES AN HOUR.		
	MOVEMENT.		Total Oscillation.	MOVEMENT.		Total Oscillation.
	To West.	To East.		To West.	To East.	
Centre of span, No. 1	...	...	0-44	0-33	0-275	0-605
Do., " 2	...	...	0-34	0-165	0-565	0-73
Do., " 3	0-11	0-23	0-34	0-13	0-385	0-515
Do., " 4	0-12	0-43	0-55	0-15	0-57	0-72
Trestle, No. 1	...	...	...	...	...	...
Do., " 2	0-04	0-055	0-095	0-045	0-065	0-11
Do., " 3	...	...	0-085	...	...	0-11

307th mile, 17th telegraph post, Nilgiri branch, girder bridge of 2 spans of 70 feet each, masonry abutments and piers.

	SPEED, 20 MILES AN HOUR.			SPEED, 40 MILES AN HOUR.		
	MOVEMENT.		Total Oscillation.	MOVEMENT.		Total Oscillation.
	To West.	To East.		To West.	To East.	
Centre of span, No. 1	0-08	0-185	0-265	0-10	0-14	0-24
Do., " 2	0-115	0-26	0-375	0-125	0-24	0-365

No. 105. ORDER THEREON, 8th October 1875, No. 2,875.

RAILWAY, No. 8.

HIS EXCELLENCY the Governor in Council is pleased, on the recommendation of the Chief Engineer of the Madras Railway, concurred in by the Officiating Consulting Engineer, to remove the restriction as to speed over the bridges at 308-7 and 313-12 on the Nilgiri Branch.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.
Spare Copies

No. 982

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 20 September 1875.

From

R. D. Elwin Esq
Agent and Manager. of the M. R. Co.

To

Lt Col. J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

SIR,

With reference to the accompanying copy of the Chief Engineer's letter of the 18th instant and its enclosures, I have the honour to request that, if you agree with the opinion expressed by the Chief Engineer, you will be so good as to communicate to me sanction for the removal of the restriction as to the speed of trains, as far as the five bridges at $\frac{308}{7}$ and $\frac{312}{12}$ Kelyhering Branch are concerned.

I have the honour to be,
Sir,

Your most obedient servant

R. D. Elwin

Agent and Manager

N^o 708

Madras Railway Company
Chief Engineer's Office
Madras 18th September 1875

The Agent and Manager

Dear Sir,

I send you herewith copy of a letter N^o 719 of 16th instant from the Resident Engineer 4th Division S.M. Line, forwarding a statement giving the result of tests taken, by my directions, to show the amount of Oscillation caused by trains running at a high speed over the girder bridges at $\frac{308}{7}$ and $\frac{313}{12}$ Neilgherry Branch line.

2 These tests were made in the presence of Colonel Shaw Stewart, and, satisfactorily show, as I fully expected they would, that the screw pile bridges on the Neilgherry Branch are in all respects steady, and reliable structures.

3. No reason whatever exist why trains should not be allowed to traverse them at a speed of 40 miles an hour, and I will ask you to be good enough to apply for the sanction of Government to remove the restriction as to speed that is in force as regards these bridges.

Yours faithfully
Edw Beresford Anderson
Chief Engineer

True copy

W. J. Swan
Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Recd

Rev.

21st

No. 982

Regarding speed
of the and lower sections
bridged at 308 & 313
Neilgherry Branch

W. J. Swan
3/9/75

Railway Department

CONSULTING ENGINEER'S OFFICE

No. 533

From

MAJOR G. J. SMITH, R.E.,
LIEUT. COLONEL J. H. M. SHAW STEWART, R.E.,
Offg. Consulting Engineer for Railways,

To

MAJOR GENERAL
G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

Referring to the
Proceedings of Government
No. 2919, dated 13th October 1876.
I have the honor to forward
copy of letter No. 982, dated 20th
instant with enclosure from
the Agent of the Madras Railway
requesting the sanction of Govern-
ment to the removal of the
restriction of speed of trains
over

CP-8th October/75

with No. 104

11/10/22/75

492105 4/14/1914 475-476
- 17: 245 - 309-310
- 17: 245 - 333-334

S. W. 1895 Repl.

RAILWAY DEPARTMENT.

No. 6122

From The Consulting Engineer,
for Railways,

To

The Secretary to Government,

P. W. Department,
Fort Saint George,

Dated 23/11/1914

Recd. 24/11/1914

No. 533

be returned.

I leave the honor to h.
O. V. M. T. L. H. L.

W. M. T. Major M. C.
Offy. Secy. Exp. J. M. C.

Submittal

Call. from secy

agmt. M. M. C. M. C.

requestion for the

renewed 17/11/1914

On 24/11/1914

at 308 9/11/1914

with 24/11/1914

No 2895

S. W. 1895

Re: Drafting the Governor in

Council is placed on the recommendation

of the Chief Engineer of the Madras Railway

concerned in the existing condition

Engineer to examine the condition and

specify the condition at 1895 and 1914

on the Madras Railway.

Chief Engineer for Gov. P. W.

Officially

W. M. T.

Repl. 21-10-95

Internating the vessel
of the acromion as to
it

To the District Engineer, Salem.
 " Controller of Public Works Accounts.
 Exd. S. T. Austin.
 Spare Copies

Go

The Ag. Sub Collector
20 of Salem!

The Officer in charge of
Casson Range.

lin

Sir, In reply to your letter No. 692 of 21st Instant, I have the honor to request that a reference may be made to Mr. Brett, as without his sanction, I should not be justified in paying Rupees 207-10-1. for repairs executed without his request or consent. I should also state that I have no funds to pay the said sum, as I am not Mr. Brett's agent, though, I do occupy his house and pay him rent.

I have you

(Signed) F. Wilkinson.

Ag. Sub Collector.

1 True copy

(Signed) A. Bailey

Executive Engineer

use copy
J. Esbuchi Major M.
District Engineer

Distrest Engineer

Brook.

Thine
 Yours truly
 Wm. Lloyd Garrison

The District Engineer,
Sir, Salem.

have the honor to forward
copy of a letter from the
Sub collector; and as I do
not know Mr Brett's address
would feel much obliged
by your kindly addressing
him on the subject.

The work was carried out at

Ms. B. 5. 1. 25
205 Detour / 75

1. The first part of the document is a list of names and addresses, including "Mr. J. H. Smith, 123 Main St., New York City" and "Mrs. A. B. Jones, 456 Elm St., Boston, Mass."

at the request of the Sub-Collector, it being supposed at the time that the building was the property of Government.

I have &c,

(Signed) W. Bailey, Captain,
Executive Engineer.

N^o 86 District Engineer's Office,
Salem 1st October 1875.

Submitted for the Enclosure
order of Government, P.W.D. 1 Copy of

2. At the request of the Sub-Collector.
Sub Collector, Captain Bailey,
the Officer in charge Ponnur
Range, was authorized to
execute certain emergent

repairs

repairs to the Library Room
on the understanding that
the building is the property
of Government.

3. On receipt of G.O. N^o 241
dated 26th July 1875, the
Range Officer was directed
to recover the cost of the
above repairs viz, Rs 207-10-1.

J. W. Butler Major R.E.,
District Engineer, Salem.

To
The Secretary to Government,
C. P. W.

Recd. 9.

