

(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.	2972	Press
B.P. No.		Mis.
Dated	18-10-	1875-195-

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th October 1875.*

No. 312. Read the following endorsement of the Officiating Consulting Engineer for Railways, dated Madras, 6th October 1875, No. 551:—

Note on an Inspection of the North-west Line of the Madras Railway, 23rd to 28th September 1875.

The permanent-way was in good order and well ballasted up. The banks, however, appeared soft in places where breaches occurred last year, especially near the Moodanoor Station. I was informed that the ballasting on the Bellary branch and between Goondacul and Raichore is still very heavy. The fencing was in good condition throughout.

2. The station premises and latrines were generally clean and properly attended to. The third-class waiting room at Tirupetty and Potoor have been completed.

3. The instruments, together with the extra wires, for working the block system between Goondacul station and the junction of the Bellary branch were completed and at work, the arrangements being the same as those in use between Veysarpaudy junction and Royapooram.

4. The temporary works to protect the Pennair bridge against the coming monsoon have unfortunately been much retarded by freshets in the river. At the date of my inspection the arrangements in connection with piers 22, 21, and 20 had been carried out. For the 18th pier the four screw pile trestles to carry the longitudinal girders to support the joint were complete with the exception of one pile which had come upon an obstruction. It is hoped that this difficulty will be got over immediately as the monsoon may shortly be looked for. Piers 19 and 17 have been protected by sheet piling at the cutwaters, and rough stone thrown in round the foundations.

5. The other damaged bridges appear to be secure; at the Cheyair the revetment on the upstream side has been completed. There was a depth of 6 feet of water in the Paupugnee on the 27th September, and the bridge was tested by running an engine over before the train was allowed to proceed.

6. At the Huggry bridge all the cylinders in the 24 piers, for which material has been received, have been sunk to the hard, either rock or boulders, and it only now remains to embed them firmly with the aid of the diving or pneumatic apparatus. Some of them have already been made ready for filling, and others are in various stages of progress. It is hoped that the pneumatic apparatus will be found effective in piers 11 to 24, but the remainder can only be done by divers working in helmets. The progress made is very slow, as all material is now chiselled out, and unless some more expeditious method be devised the work will be very costly. In some of the cylinders the apparatus has worked for as many as 32 days at a cost of about Rs. 1,800; in these cases trap rock of the hardest description has been met with. The temporary road in the bed of the river, which has been much improved, stands well, and at the time of my inspection passed with safety 3 feet 9 inches of water.

It is satisfactory to notice that no interruption to the traffic has occurred since November 1874.

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

Proceedings of the Madras Government, Public Works Department,
18th October 1875.

SUBMITTED for the information of Government.

2. The Agent's attention has been invited to the unfortunate delay that may be feared in the completion of the protective works to the Pennair bridge, though the Chief Engineer will doubtless have made all necessary arrangements.

3. The extremely costly method of securing the Huggry cylinders is, it is feared, the immediate and inevitable result of the principle, advocated by the Consulting Engineer in England, in dealing with foundations in sandy river beds.

(Signed) C. J. SMITH, Major, R.E.,
Offg. Consulting Engineer for Railways.

No. 313.

ORDER THEREON, 18th October 1875, No. 2,972.

RAILWAY, No. 29.

RECORDED.

2. The Honorable the Governor in Council regrets to learn that the protective works to the Pennair bridge have been unavoidably delayed, and desires to be furnished with a report of their condition after the bursting of the north-east monsoon.

(True Extract.)

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

To the Consulting Engineer for Railways.

No. 313. 10/23/75

Note on an inspection of the north-west line of the Madras Railway, 23rd to 28th September 1875.

1. The permanent way was in good order and well ballasted up. The banks however appeared soft in places where breaches occurred last year, especially near the Moodanoor station. I was informed that the ballasting on the Bellary branch and between Gondaul and Raichore is still very heavy. The fencing was in good condition throughout.

2. The station premises and latines were generally clean and properly attended to. The third class waiting room at Tripettiy and Pottor have been completed.

3. The instruments together with the extra wires for working the block system between Gondaul station and the junction of the Bellary branch were completed and at work. The arrangements being the same as those in use between Vysarpandy junction and Rayapooram.

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4. The temporary works to protect the Pennair bridge against the coming monsoon have unfortunately been much retarded by freshets in the river. At the date of my inspection the arrangements in connection with piers 22, 21 and 20 had been carried out. For the 18th pier the four screw pile trestles to carry the longitudinal girders to support the joint, were complete with the exception of one pile which had come upon an obstruction. It is hoped that this difficulty will be got over immediately the monsoon may shortly be looked for. Piers 19 and 17 have been protected by sheet piling at the cutwaters, and rough stone thrown in round the foundations.

5. The other damaged bridges appear to be secure: at the Cheyair the revetment on the upstream side has been completed. There was a depth of 6 feet of water in the Paupugnee on the 27th September and the bridge was tested by running an engine over before the train was allowed to proceed

proceed.

6. At the Muggay bridge all the cylinders in the 24 piers for which material has been received, have been sunk to the hard, either rock or boulders, and it only now remains to embed them firmly with the aid of the diving or pneumatic apparatus. Some of them have already been made ^{ready} for filling, and others are in various stages of progress. It is hoped that the pneumatic apparatus will be found effective in piers 11 to 24, but the remainder can only be done by divers working in helmets. The progress made is very slow, as all material is now chiselled out, and unless some more expeditious method be devised the work will be very costly. In some of the cylinders the apparatus has worked for as many as 32 days at a cost of about £1800: in these cases trap rock of the hardest description has been met with. The temporary road in the bed of the river which has been ^{much} improved stands well, and at the time of my inspection passed with safety

3' 9" of water.

It is satisfactory to wish
that no interruption to the traffic has
occurred since November, 1874.

Wm. R. E. Captain
Deputy for Engineers for
Railways.

90-18 October 1875
No 2972

17.6.92

No. 551

168 3

Submitted for

the information of Government.
The Agent's attention has
been invited to the unfortunate
delay that may be feared in the
completion of the protective works
to the Pennant Bridge, though
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3. The extremely costly method
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is, it is feared, the immediate
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principle, advocated by
the Consulting Engineer
in England, in dealing
with foundations in sandy
river beds.

Wm. R. E.

Office of the Cong. }
Engineers for Rys. }
7th October 1875 }
Consulting Engineer
for Railways.

N: 2972

Public Works Dept.

Proceedings of the Madras Government
Under date the 18th Oct. 1875
Read the following

From,
The Offg. Chief Engrs. } (G.O. No. 551 of 6th Oct. 75)
for Railways

Recorded.

The Honble the Governor
in Council regrets to
learn that the protective
works to the Pennair
bridge have been un-
avoidably delayed; and
desires to be furnished
with a report of their
condition after the bursting

of

For 25th June/75: 508.509
28th June/75: 542.543
31st March/75: 591.592
11th April/75: 198.200
2nd March/75: 516.507
12th May/75: 252.253
4th May/75: 95.96
9th June/75: 142.143
50th 189.141

R. W. / 1895-1896
No. 6892

The Commr: Engrs.

for Railways

The Commr: Engrs.
Civils

to Mr. Secy.

G.O. No. 2972-18.10.75
Dated 6th Oct. 1875
From J. Secy. 1875
E. 1. 189.551

Submitting for
the use of the Secy.
of the Public Works
Dept. to be placed
in the Office of the
Commr. Engrs.
upon the 18th Oct.

Civ. - 12.10.75. 189.551
189.551-189.551-189.551

of the North-East
Monsoon.

Cal 392

of 1873
PUBLIC WORKS.

Consy. Engrs for
2/10/73

1873
No. 2972

312-313

By Ringman's note on an inspection
of the H. & C. line of the City
Endorsement of the Offg. Engr.
Emp. for the submitting the
Records with comments.

2

12/12/3

12/12/3

✓ Progs.

Govt. of (1875) Madras

PUBLIC WORKS.

1.

Col. Secy. to
Govt. of Ceylon

Date

Time

Place

G. O. 1866 No. 2973

Recd 3/4

27th Dec 1875

Forwarding copies of Progs.
furnishing the required
information relative
to the comparison between
the cost of construction
& maintenance of roads
in Ceylon with those in
the Nizari & Malabar
Dtrs.:-