M.R O. 1—10,006—28-2-50

(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.	2498-99	Press	
~~B.P. No.~~		~~Mis.~~	
Dated	18-9-	1876	195

Not to be folded or roughly handled

No 304. 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, 8th September 1876, No 446 —

WITH reference to the Consulting Engineer's letter, No 410, dated 15th August 1876, I have the honor to report that, having concluded my final inspection of the section of the South Indian Railway Company's line between Madras and Tindivanam on Thursday the 31st August, I sanctioned its being opened for public traffic on the 1st September.

2 The requirements specified in Proceedings of Government, dated 10th April 1876, No 945, were not all completed, but I satisfied myself that the arrangements made were such as to secure their completion during the first few days.

3 I have deemed it expedient to limit the speed over the Cooum and Carangooly bridges, it was discovered during the final inspection that flaws existed in several of the cross girders (five in the Cooum and twenty-one in the Carangooly bridge), but I understand that the defects had been watched by the Company's officers for three weeks, and had not increased under the action of the passing trains

4. I have since examined other rolled girders of similar section and found similar flaws in about twenty of those that have not been erected, or subject to strain other than that sustained in transit The injured girders are about to be replaced by others in stock, and I believe a fresh supply has been telegraphed for to England.

5 I agree with the Acting Chief Engineer in thinking that the defects existed in the Cooum and Carangooly bridge girders prior to erection, although the strain of passing trains would probably aggravate them and make them more apparent

6 An examination of the iron after fracture shows that the character of the metal in the web is highly crystalline, and there is reason to believe that this defect is confined to the girders in one consignment

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No 305 ORDER THEREON, 18th September 1876, No 2,498

RAILWAY, No. 26

ORDERED to be recorded in continuation of G O, No 2,283, dated 28th August 1876 The Government confirm in this case the proceedings of the Officiating Consulting Engineer for Railways in sanctioning the opening of the line on the 1st September under certain conditions, but the Order, No 945, of 10th April 1876, must in all future cases be strictly adhered to

2 The speed over the Cooum and Carangooly bridges should be restricted to 4 miles per hour as in the case of the Adyar bridge This rate should not be exceeded till the Government are assured of the absolute safety of the structures The Agent will bring to the notice of his Board of Directors the defective quality of the iron and

Proceedings of the Madras Government, Public Works Department,
18th September 1876. *No.* 2,499

the existence of flaws in these forty-six girders, and especially the fact of these faults not being detected on inspection before sending out.

(True Extract)

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

No 306. Docket No 2,499, dated 18th September 1876.

Copy of the above forwarded for the information of the Government of India in continuation of docket, No 2,283-A, dated 28th August 1876.

(True Extract)

Colonel,
Offg. Under Secy to Govt, P W D,
for *Secretary to Government*

3 B

Railway Department. Consulting Engineer's Office,
Madras, 2nd Sept. 1876.

No. 446

From *Major C. J. Smith R.E.*
~~Lieut-Colonel H. N. 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,

With reference to the Consulting Engineer's letter No 410, dated 15 August 1876, I have the honour to report that having concluded my final inspection of the section of the South Indian Railway Company's line between Madras and Tindevanam on Thursday the 31st August. I sanctioned its being opened for public traffic on the 1st September.

2. The requirements specified in

in Proceedings of Government, dated 10th April 1876 No 945, were not all completed, but I satisfied myself that the arrangements made were such as to secure their completion during the first few days.

3. I have deemed it expedient to limit the speed over the Coorum and Carangooly Bridges; it was discovered during the final inspection that flaws existed in several of the cross girders (five in the Coorum and twenty one in the Carangooly bridge) but I understand that the defects had been watched by the Company's officers for three weeks and had not increased under the action of the passing trains.

4 I have since examined other rolled girders of similar section and found similar flaws in about twenty of those that have not been erected, or subject to strain other than that sustained in transit. The injured girders are about to be replaced by others in stock and I believe a fresh supply has been telegraphed for to England

5 I agree with the Acting Chief Engineer in thinking that the defects existed in the Coorum and Carangooly Bridge girders prior to erection, although the strain of passing trains would probably aggravate them and make them more apparent.

6

P.W.D.
9[illegible]76
No 5545

6. An examination of the iron after fracture shews that the character of the metal in the web is highly crystalline and there is reason to believe that this defect is confined to the girders in one consignment.

I have the honour to be,
Sir,
Your most Obedt. Servant,
O'Hanly Major R.E
Offg Cons. Engr for Railways

GO 10-4-76 No 945
28-8-76 2283 A
No 304
Rec'd 13-9-76 Rep'd 18-9-76
Despatched 9-9-76.

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George

Dated 8th Sept 1876.
Received
No. 4446

Reporting the unsatisfactory condition of the P and P Rlwy Bridges over the Coum and Cavangooly Nullahs

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following:—

From
The Consg. Engr for Railways } (No 4446 dy 8th Sept 76)

Ordered to be recorded in continuation of G.O. No. 2283 dated 28th August 1876.

The speed over the Coum and Cavangooly Bridges should be restricted to 4 miles per hour as in the case of the Adyar Bridge. This rate should not be exceeded till the Govt are assured of the absolute safety of the structures. The Agent will bring to the notice of the Board of Directors the unsatisfactory of the iron in

some

Public Works Department

No 2498

PROCEEDINGS OF THE MADRAS GOVERNMENT

Under date the 18 Sept/76

Read the following :-

From

The Offg Cons. Engineer for Railways

(No. 4469 18th Sept. 1876)

Retd to be recorded in continuation of G.O. No. 2283 dated 28th August 1876.

The Government confirm in this case the proceedings of the Officiating Consulting Engineer for Railways sanctioning the opening of the line on the 1st September under certain conditions but the Order G.O. No 450 of 10th April 1876 must in all future cases be strictly adhered to.

The Spud over the Coorum and Caraugoly Bridges should

Same of the Gardens sent under Govt. Order dated 5th Sept. 1876 for inspection

H.E. No dy

Copy of the above forwarded for the information of the Govt. of India in continuation of docket No. 2283 A dated 28th August 1876.

(Illegible)

Cons. Engr. for Rys.

Dated 5/10/76

Encl Nil

should be restricted to 4 miles per hour as in the case of the Adyar Bridge. This Rule should not be exceeded till the Govern=ment are assured of the absolute safety of the Structures. The Agent will bring to the notice of his Board of Directors the defective quality of the iron in some and the evidence of flaws in these 46 girders; and especially the fact of these faults not being detected on inspection before sending out.

(Ry. Let. No 2499 dy 18-8-76)

Copy of the above forwarded for the information of the Govt. of India in Continuation of docket No 2283 A dated 28th August 1876.

No 364/6. Dated 5/9/76

Recd for Rept 8/9

Consg for Rept 5/10/76

1545

Govt. of {1876} Madras.

PUBLIC WORKS.

To

The Govt Engr for Rail.s

Dated

Issued

Recd *Encl.*

G. O., 18 Sept. 1876, *No.* 2498

2/10/76

P.R

Nos. 304/6

Forwarding copy of Proc. passed on letter from the Consulting Engr for Rys, reporting that the line between Madras & Tiruvallur was opened for Public traffic on the 1st Septr 76.

Line between Madras and Tiruvallur. S.R.

Passing orders on letter from the Offg Consltg Engr for Rys reporting that the — was opened for public traffic on the 1st Septr 76

Copy sent to Offg Consltg Engr for Rys

by PR