

(1) Number of pages 12

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 646 (Ry) Press
Mis.

Dated 26 - 2 18 77.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th February 1877. No. 646.*

No. 629. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 16th February 1877, No. 106 :—

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, 9th February 1877, No. 272.

With reference to your letter of the 23rd ultimo, No. 108, and to previous correspondence, I have the honor to enclose * No. 154, 9th February 1877, with tracing. the copy of a letter* from the Chief Engineer showing the manner in which he proposes to carry out the orders of Government with regard to the Paupugnee and other bridges on this railway.

2. With reference to the last part of paragraph 3 of your letter, No. 1,295, of the 4th December 1876, I shall be glad to learn whether Mr. Robinson's proposals are approved, so that the work may be put in hand.

3. In the meantime I have asked him to prepare estimates.

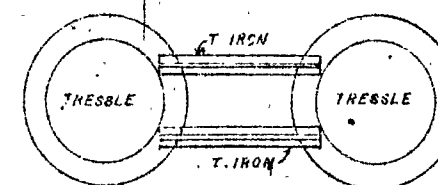
From W. R. ROBINSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated 9th February 1877, No. 154.

CONSULTING Engineer's letter, No. 1,295, of the 4th of December, and No. 108, dated 23rd January last.

I find that thirty-four of the original cross girders are available, and these I propose to utilize for bracing trestles together as far as they will go. To do this it will be necessary to cut away the cast iron lugs on the pile caps, which, owing to their position, prevented the cross girders being used in the first instance. Fresh holes will then have to be drilled in the trestle caps sufficiently large to admit the heads of the bolts, which will have to be secured as shown in drawing by driving a wedge to keep them in position.

Seventy-six trestles in all require bracing, for which I have thirty-four cross girders. The remainder I propose to brace together with strong T iron thus :—

Holding down bolts.



Some of the pile caps have no slot holes, nor were any shown in the earlier drawings—See for example contract drawing No. 1 for Tirroor bridge, dated 5th August 1863.

*Proceedings of the Madras Government, Public Works Department,
26th February 1877. No. 646.*

With reference to the suggestion made in the concluding paragraph of letter No. 1,293 from the Consulting Engineer, I would remind you that, as the girders and pile caps cannot now be raised, slots will have to be cut to admit of the head of the bolt being passed through from above. In the majority of the pile caps, however, slot holes exist, and it will only be necessary to cut holes in the bed plates of the girders.

The following is a list of the bridges that have to be dealt with:—

<i>South-west Line.</i>							Trestles.
175-16.	Two 50 feet openings	...	...	...	...	...	1
387-12.	Tiroor	...	...	...	...	...	4
395- 5.	Three 70 feet openings	...	...	...	...	...	2
403-11.	Kuddlehoondy	...	...	...	...	...	7
<i>North-west Line.</i>							
135- 9.	Cheyaur	...	...	...	...	...	14
175- 3.	Paupugnee	...	...	...	...	...	19
211-14.	Chittravutty	...	...	...	...	...	29
							76

The Tiroor is a skew bridge, and I do not think the addition of cross girders would be in any way advantageous. I shall be glad also to learn whether it is considered necessary to put in cross girders at the old Cheyaur bridge. The work as I have already said will be tedious, and with reference to the Paupugnee and Chittravutty will add nothing to the capability of the bridges to resist such a flood as that of 1874, both having been in that instance destroyed by scour, and this no cross bracing could have prevented.

SUBMITTED for the consideration of Government, with reference to their Proceedings under date the 16th February 1876, No. 425, and to the Minute of His Grace the Governor therein recorded.

2. The report from the Chief Engineer, submitted by the Agent, shows the manner in which it is proposed to deal with the Paupugnee bridge and the other screw pile bridges on the Madras Railway upon which the same faulty conditions obtain.

3. The mode in which Mr. Robinson proposes to rectify the defects in these bridges will probably entail considerable outlay. The work might be done in a less costly manner, but not so efficiently; and I am of opinion that it would be well to accept Mr. Robinson's proposals, and to allow the work to be put in hand.

4. I am of opinion that all the bridges named by him on the South-west Line should be dealt with in the manner proposed; also the Paupugnee and Chittravutty bridges on the North-west Line. In the case of the old Cheyaur bridge, alongside of which a new structure is well advanced towards completion, the proposed work might be omitted.

5. The estimates shall be laid before Government in due course.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
26th February 1877. No. 646.*

No. 630. ORDER THEREON, 26th February 1877, No. 646.

RAILWAY, No. 58.

HIS GRACE the Governor in Council accepts the proposals made by the Chief Engineer of the Madras Railway for

remedying the defects on the following bridges:—

South-west Line.

175—16. Two-50 feet opening.
337—12. Tiroor.
395— 5. Three 70-feet opening.
403—11. Kuddlehoondy.

North-west Line.

Paupugnee.
Chittravutty.

2. The work may be carried out accordingly.
3. It is presumed that there will be no delay in the submission of the estimates.

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Joint Secretary to Government.

To the Consulting Engineer for Railways.
„ Examiner of Railway Accounts.

Exd. E. C. Shunker.
Spare Copies

P. W. DEPARTMENT.

Read the following: 421-17.8

Endorsement from the Consulting Engineer
for Railways N^o 106 dated 16th February 1877.

FOR ORDERS.

W. M. M. M. M.

Lieut. Col. R. R.

Joint Secretary to Government
Railway Department.

15-12-1877

Agent & Manager

FOR ORDERS.

16. Feb 1876 No 425

17/10
uniquely prepared at the same time
of the same kind as the original

18/2/77
uniquely prepared at the same time
of the same kind as the original

Recd. 26-2-77 A. 24-2-77
Lr: 17.2.77

No. 272

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 9 February 1877.

From

Robert B. Elwin Esq.
Agent and Manager. M.R.C.

To

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

Sir,

With reference to your letter of the 23rd ultimo No. 108, and to previous correspondence I have the honour to enclose the copy of a letter from the Chief Engineer showing the manner in which he proposes to carry out the orders of Government with regard to the Paupugnee and other bridges on this railway.

2 With reference to the last part of paragraph 3 of your letter No. 1295 of the 11th of December 1876 I shall be glad to learn whether Mr. Robinson's proposals are approved, so that the work may be put in hand.

3. In the meantime I have asked him to prepare Estimates.

I have the honour to be,
Sir,
Your most obedient servant
R. B. Elwin
Agent & Manager.

* N. 154.
9 February
1877 with
tracing.

FOR ORDERS.

16. Feb 1876 No 425

17/10
uniquely prepared at the same time
of the same kind as the original

18/2/77
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3. In the meantime I have asked him to prepare Estimates.

I have the honour to be,
Sir,
Your most obedient servant
R. B. Elwin
Agent & Manager.

* N. 154.
9 February
1877 with
tracing.

WORKS DEPARTMENT,
Railway Branch.

Consulting Engineer's Office,
Madras, 16th February 1877.

Letter from Agent Madras Railway
No. 272 dated 8th February 1877.

No. 106

SUBMITTED

for the consideration of Government
with reference to their Proceedings under
date the 16th February 1876 No. 425, and
to the minute of His Grace the Governor
therein recorded.

2. The report from the Chief Engi-
-neer, submitted by the Agent, shows
the manner in which it is proposed
to deal with the Pampugnee bridge and
the other screw pile bridges on the Ma-
dras Railway upon which the same
faulty conditions obtain.

3. The mode in which Mr. Robinson
proposes to rectify the defects in these
bridges will probably entail considera-
-ble outlay. The work might be done

in

P.W.D.
175377
No. 1712

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 8th February 1877
Recd. 10th Feb.

No. 272.

Forwarding a copy of
the Chief Engineer's
letter showing reference
to the Pampugnee bridge
and the other screw pile
bridges on the Madras
Railway.

On 26th Feb/77 J.O. No. 629

Nov 6

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

21 Feb/77

Read the following:—

Indorsement from
the Commg. Engineer
for Railways.

(S.O. No. 106 of 16th Feb/77)

His Grace the
Governor in Council
accepts the proposals
made by the Chief
Engineer of the Madras
Railway for remedy-
ing the defects on the
following bridges

South West line

- 175-16. Two 50 feet opening
- 337-12. Two
- 395-5. Three 70 feet opening
- 403-11. Shuddhoondy.

North

in a less costly manner, but not so
efficiently; and I am of opinion that
it would be well to accept Mr. Re-
-linson's proposals, and to allow the
works to be put in hand.

P.W.D.

175377

1718

4. I am of opinion that
all the bridges named by him on the
South-West line should be dealt
with in the manner proposed; also
the Paupugnee and Chittrowatty bridges
on the North-West line. In the
case of the old Cheyave bridge, along-
-side of which a new structure is
well advanced towards completion,
the proposed work might be omitted.

5. The estimates shall be
laid before Government in due course.

M. M. M. M.

Lieut. Col. R.

Consulting Engineer for Railways.

18629.

Dec. 24-2-77
Ar 17.2.77

North West
Pampore
Chitdooty

Oct. of 1877 Madras.
PUBLIC WORKS.

To the Comd^g Eng^r of the

ated

Issued

Recd.

Encl.

G. O. 25th Feb. 1877, No.

Nos. 629-30

The work may
be carried out accordingly

It is presumed
that there will be
no delay in the
submission of the
Estimates.

Bridges in the North West
and South West Div. of the
The proposals made by the
Engineer of the Madras Railway
for remedying the defects
in the North West Div. of the
can be carried out accordingly.

For the Comd^g