

- (1) பக்கங்களின் எண்ணிக்கை 6
 (2) புதுக்கித் திருப்பிய நாள் 11/89
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் low

தமிழ்நாடு ஆவணக் காப்பகம்.

(14)

தமிழ்நாடு அரசு

P.W.D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1095	அச்சகம் பலவகை
நாள் :	25-4-1889	198.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

3. Sheets

ஆவண: கர-1-18,000-18-6-87.

சு.ப.

W 45

Report on Iron bridges Calicut Vayitri Road.

The following bridges were supplied for the Calicut Vayitri Road on Indent from the Secretary of State.

Kadangampoya — 2 Spans of 50 feet.
 Engapoya — 2 do of 40 feet.
 Vengeri — 1 of 50 feet.

Minor Bridges

1 Span of 10 ft each	1 Span of 16 ft each
1 do of 12 ft do	1 do of 20 ft do
1 do of 15 ft do 4 Bridges.	1 do of 21 ft do

2. The Assistant Engineer T.R. Allen Esq, C.E., who put them up mentions in the case of the larger Bridges that he would have found more detailed drawings than were supplied of use in erecting, and such information as the weights of main and cross girders.

3. In the Engapoya, a bridge of 2 spans of 40 ft of steel, the flooring consists of timber joists laid close and planking above. This is

is not so durable as the buckled plates of another of the bridges which seems the most suitable flooring for these bridges.

4. Some difficulty was found in getting workmen accustomed to iron to give proper treatment to the steel rivets of this bridge to which the ease with which the bolted portions were put together was a contrast.

5. The design requires one bed stone for a pair of girders, but separate stones had to be used, necessitating their being slightly further apart.

6. The iron bed plates for the pier are for sliding, not roller bearings, in material in so small a span, were it not that in the rainy climate of the Malabar District they are apt to rust and stick, tearing the masonry.

7. At Kadangapoya the girders of 50 ft span are more or less similar to the foregoing. They were tested with the weight of the Steam Road Roller say 10 tons, without perceptible deflection.

8. The Vengeri Bridge of 50 ft span has

2095 has bolts instead of rivets and buckled plate flooring. It was not found that the bolts which merely took the place of rivets saved any great amount of labor while they have the disadvantage of not fitting so tight.

9. The elaborate plates at the ends of the roadway to confine the metal gave some trouble in fitting to the bed stones on account of their curvature.

10. The smaller bridges with new style of corrugated plates are of an excellent pattern for their situation, but those of 20 and 25 ft span scarcely required the end plates for keeping in the metal (broken stone).

11. The frame constituting the parapet on each side is straight and merely shows as a line end on. The ends would be the better for being curved and splaying outwards a foot to prevent traffic falling over the abutments in the dark.

12. The Assistant Engineer prefers for such out of the way places as the Larger Bridges had to be built at pin instead of

of rivetted or bolt connections for the bays
of the girders as this mode of construction
dispenses with much of the skilled labor
that is so difficult to collect in unhealthy
localities.

Signed/ A. T. Fraser Col. R.E.
Executive Engineer.

No. 154 (True Copy)
W

Forwarded to the Chief Engineer,
Public Works Department for information
with reference to G.O. No. 30317 and 30317M
dated 16th and 20th November 1886.

Count at m. { Ald Smith Lt Col. R.E.,
8th April 189 } Superintending Engineer, Circle.
P.W.D.

1095

S. O. Bus 692 W 45-3-87
 Memo no 655 C 45-2-87
 418 C 45-2-87
 Memo no 111 C 45-1-87
 S. O. Bus 646 W 46-1-87
 2077 W 46-11-86
 3031-87 W 46-11-86
 1811 W 47-7-86
 2072-34 W 47-12-86
 S. O. 155 W 47-1-85

P.W.C. N-3364

No 1095 Wd/25 April/89
 To the Inspector General
 of Railway Stores
 India Office

From
 The Supg. Engineer
 Fourth circle.

Sir
 Sir,

With reference to the
 concluding portion of this
 office no: 3032 Wd/16 Nov 7886,
 I have the honour to forward
 copy of a report by the Supg.
 Engr. Mat. East India Co.
 embodying the remarks
 and suggestions of the
 Engineer who supervised
 the building of the iron bridges on
 the Calicut-Vayitir
 Road received from
 India Store Deptt.

No 1095 Wd/25 April/89

Dated 8th April 189.

No. 154
 8th

From Bridges, Calicut
 Vayitir Road
 Report on —; forward
 ed.

I have Sir

WCB
 12.4.89

Amdt.
 13.4.89

1/5/89

(3)

With Letter

1/4 Apr 4/4. Am 15/4. 3