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(3) Initials of the Referencer

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MADRAS RECORD OFFICE

Government of Madras.

Public Works DEPARTMENT.

200-212

G.O. No.

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Dated

1-4-38

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Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 12th April 1859.

No. 5. Read the following letter from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 24th March 1859, No. 8926.

SIR,

I have the honor to bring to the notice of Government that, on the 17th November 1858, the District Engineers marginally noted were called upon, by the late Officiating Chief Engineer, to direct their attention to the state of all Tanks adjacent to the line of Railway passing through their respective Districts, and to adopt immediate measures for the prevention of breaches, and the execution of such repairs as would secure the Railway works from injury.

2. The result has been the submission of the accompanying reports by the District Engineers of Chingleput,* Salem† and Coimbatore, which I beg to forward as explanatory of the present condition of the Tanks in those Districts.

3. With respect to the Tanks in Chingleput, represented to be in bad order, the District Engineer has been instructed to submit as early as practicable, Estimates for their repair, care being taken to provide sufficiently for tamping and turving on which the safety of Tank Bunds so much depends, and the particular attention of the District Engineer of Salem has also been directed to the repair of the Tanks specified in the list which accompanied his letter.

4. Finally, I beg to state that copies of the Reports referred to in this letter, have been sent to the Consulting Engineer for Railways for information.

Letter from Captain A. S. MOBERLY, District Engineer of Chingleput; to Lieutenant Colonel E. LAWFORD, Officiating Chief Engineer, dated Guindy, 21st December 1858, No. 1033.

SIR,

With reference to your Memorandum, No. 5515 of the 17th Ultimo, I have the honor to forward the accompanying Statement shewing the condition of the Tanks, &c., adjacent to the Railway in this District.

Letter from Captain E. GAHAGAN, District Engineer of Salem; to Colonel C. E. FABER, Chief Engineer, dated Salem, 4th February 1859, No. 837.

SIR,

I have the honor to forward herewith the Report* called for in your Memorandum, No. 5515 of the 17th November last.

Letter from W. FRASER, Esq., Acting District Engineer of Coimbatore; to Colonel C. E. FABER, Chief Engineer, dated Ootacamund, 14th March 1859, No. 233.

SIR,

With reference to your Memo. No. 5515, dated 17th November 1858, respecting the condition of the Bunds of the Tanks adjacent to the line of Railway, I have the honor to state that I have examined the most important of those Tanks myself, and have had the others examined.

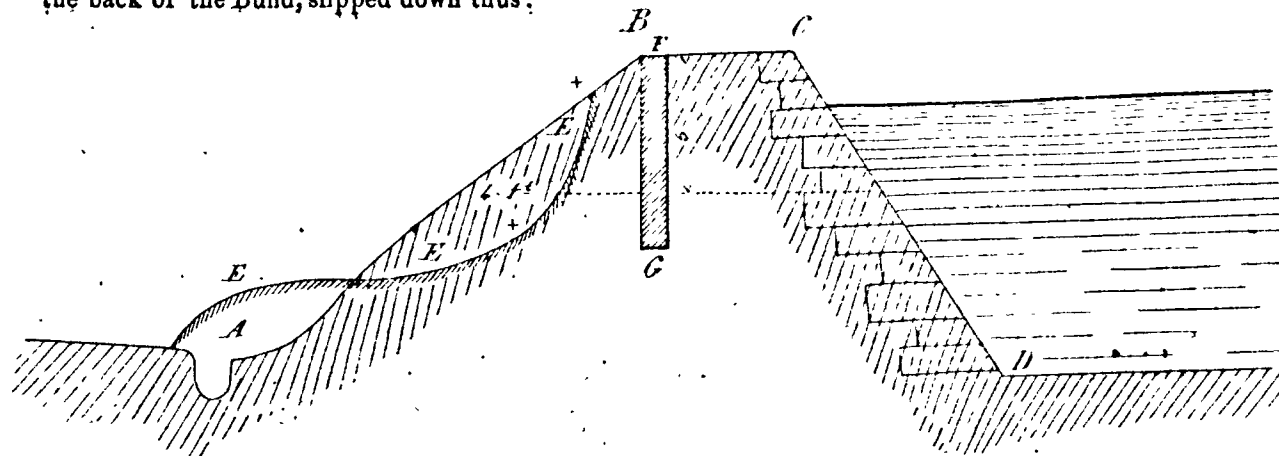
The only Tanks from the bursting of which any serious injury could result to the Railway works are, the two large Tanks near the Town of Coimbatore and the Coorchy Tank.

Fort Saint George, Public Works Consultation of 12th April 1859.

It is quite impossible to say whether these Tanks are in a safe state, but I do not think there is any cause for alarm about them.

They have been rarely so severely tested as they were during the last two months when they were unusually full, and yet no breach occurred, although they all leaked considerably, especially the smaller Tank at the rear of the Collector's house, the Bund of which leaked throughout its whole length.

A very serious leak occurred in the Bund of the large Tank, and a considerable portion of the back of the Bund, slipped down thus:



A. B. C. D.—Original Section of Bund.

E. E. E.—Section after the slip.

The water was flowing out very freely, and they attempted to stop it by heaping clay upon the back of the Bund, upon the slip. I need not say with what result.

Fortunately I was at Head Quarters, and seeing there was no time to be lost, got a Trench (F. G.) cut longitudinally, until we got 18 inches below the leak; when we filled it with puddle well tramped with water, and in a few hours the leak was stopped and the Tank saved.

On cutting down I found a hard stratum at the dotted line in the above Sketch, about 5 feet below the top of the present Bund, and it was over this hard surface the water was pouring in a horizontal sheet. It was evident that at some former period the Bund was raised; that the new material was put upon the hard polished top of the old Bund, without any thing being done to unite them, and thus the leak.

It is very likely that, from time to time during high water, other portions of this Bund will require to be treated in the way described above, but it is impossible to say where the weak points are until the leaks make their appearance.

No. 6. ORDER THEREON, No. 817; dated 6th April 1859.

Ordered to be communicated to the Financial Railway Department for information.

(Signed) M. NORMAN,

Dy. Secretary to Government.

17033

From
Captain A. S. Mobley
(District Engineer of Chingleput)

To
Lieutenant Colonel E. Lawford
Officiating Chief Engineer
D. S. H.
1858

Sir,
With reference to your Memorandum No. 5515 of the 17th ultimo, I have the honor to forward the accompanying statement showing the condition of the Tanks kept adjacent to the Railway in this District.

Chingleput District Engineer's
Office, Chingleput
21st December, 1858

(I have the honor to be)
Sir,
Your Most Obedt. Servant

/s/ A. S. Mobley, Capt.
District Engineer of Chingleput.

To
Lieut. Colonel E. Lawford
Off. Chief Engineer
D. S. H.

Southern Cross, 25th
Lion & Golden Legend

District Engineer's Office
Salem, N.H. 1859

N° 837

From
The District Engineer
of Salem
To
The Chief Engineer
in the City
St. George.

Sir,
I have the honor to forward
herewith the Report called for in your letter. Report on the
condition of the 1st. November last. ^{in the adjacent} ^{to the line of rail}
roadway.

I have the honor to be
Yours &c
J. E. Palmer
District Engineer of Salem

District Engineer's Office
Salem, N.H. March 1859

N° 233-
From
W. E. Faxon Esq
Acting District Engineer
of Concord
To
Colonel C. E. Faxon
Chief Engineer of the
St. Louis & St. George

Sir,
With reference to your letter
of 25th January 1859 respecting
the condition of the Banks of the Tunks
adjacent to the line of Railway, I have the honor
to state that, I have examined the most im-
portant of these Tunks myself and have
had the others examined.

The only Tunks from the bursting
of which any serious injury could result to
the Railway was or, the two large Tunks
near the town of Concord, and the Corcoran
Tunk.

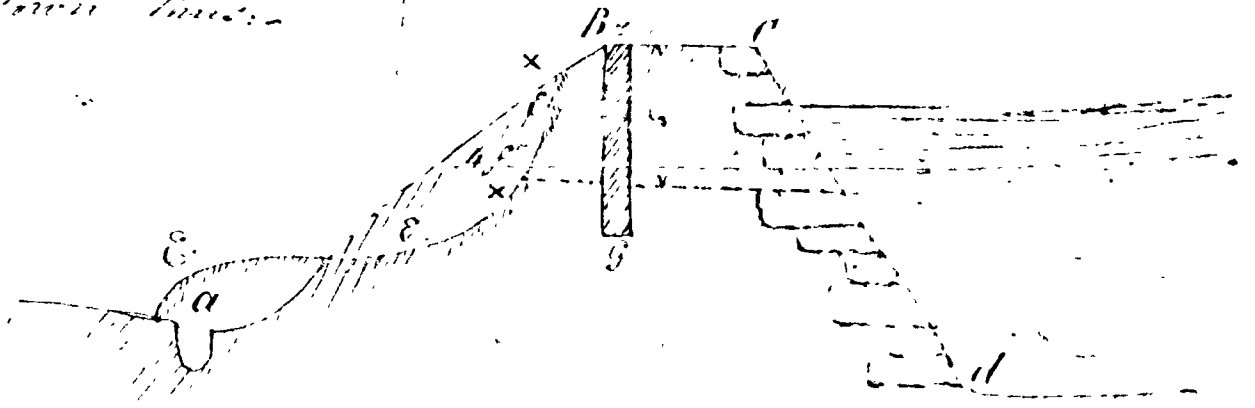
It is quite impossible to say whe-
ther these Tunks are in a safe state, but
I do not think there is any cause for
alarm

Chief Engineer

alarm about them.

They have been partly at the top, & as they were close to the last, so was the other they were unusually full, and it was not occurred, as though they had been covered densely, especially the smaller ones. I was near of the first of the line, the tunnel of which had been made at a distance of 100 ft.

I very often found a hard crust at the dotted line in the above sketch about 5 feet below the top of the present tunnel, and it was over this hard surface the water was pouring in a horizontal sheet. It was evident that at some former period the tunnel was raised, that the new material was put upon the hard polished top of the old tunnel, without any thing being done to make them, and thus the leak.



A B C D = original section of tunnel
E E E = section after the stop.

The water was flowing in very freely, and then attempted to stop it by heaving clay upon the back of the tunnel upon the stop. I must say it was a failure.

Fortunately, I was at hand. Quicker, and seeing there was no time to be lost got a bunch (T.P.) cut longitudinally until we got 10 inches below the leak; when we filled it with the middle well tramped with water, and in a few hours the leak was stopped and the tank saved.

On cutting down I found a hard stratum at the dotted line in the above sketch about 5 feet below the top of the present tunnel, and it was over this hard surface the water was pouring in a horizontal sheet. It was evident that at some former period the tunnel was raised, that the new material was put upon the hard polished top of the old tunnel, without any thing being done to make them, and thus the leak.

It is very likely that, from time to time, high water, other portions of this tunnel will require to be treated in the way described above, but it is impossible to say where the weak points are until the leaks make their appearance.

I have the honor to be, Sir,
Yours faithfully,
Wm Fraser
Colonel

Wm Fraser

Longbridge Junction Tank —

Thought forward
The tank tank is in good order but re-
quires to be raised and properly levelled

460 3
627 "

Woolley, Hants. old tank —

The tank of this tank was broken down
years ago, but the pipes have since re-
paired and cut back below it. The
tank requires to be thoroughly repair-
ed

241
" "

Do — New tank —

The tank of this tank is in some
places below the proper level
The tank of this tank has not been
repaired for many years. The and
carriage are repaired

87
" "

Woolley, Hants. old tank —

Do — New tank —

217
" "

Do — Small —

This tank is private property and the
pipes have not the means of putting
the tank in order although it requires
to be thoroughly repaired

140
" "

Woolley, Hants. old tank —

The fine facing of the tank of this
tank requires repair

175
" "

The Dupes — 646 3

District Engineer's Office
Salon 4 February 1839

W. J. C. Carliagan, Esq.
District Engineer of Salon

(True Copy)

W. J. C. Carliagan, Esq.
Chief Engineer

Southern Coal & Oil
Sales District

Report called for in the Chief Engineer's Memo 1195575 of the 19th November 1880 on the present state of the works apparent to the line of Railway

Locality	Name of Tank	Present state and repairs required	Amount of Estimate required	Remarks
Inhabited	Emmace Lodge Quarry	Two small brackles in the tank sunk	20	
	Emmanceyaleam Tank	Bound & leaking tank much damaged	174 0	
	Wheatscroft Farm	Leaking tank Bound & Westman's damaged	274	
	Wheatscroft Farm	Leaking tank requires to be repaired	113	
	Wheatscroft Farm	Bound & Westman's in tank sunk	102	
	Wheatscroft Farm	Bound requires to be repaired	193	
	Wheatscroft Farm	Bound & Westman's damaged	206 11	
	Wheatscroft Farm	Leaking tank Bound in tank sunk	622	
	Wheatscroft Farm	Bound & Westman's very bad	560	
	Wheatscroft Farm	Bound & Westman's in tank order	322	
Uninhabited	Wheatscroft Farm	Leaking tank requires to be repaired	195	
	Wheatscroft Farm	Bound & Westman's in tank	496	
	Wheatscroft Farm	Bound requires to be repaired	120	
	Wheatscroft Farm	Bound requires to be repaired	120	
	Wheatscroft Farm	Bound requires to be repaired	120	
	Wheatscroft Farm	Bound requires to be repaired	120	
	Wheatscroft Farm	Bound requires to be repaired	120	
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	Wheatscroft Farm	Bound requires to be repaired	120	
	Wheatscroft Farm	Bound requires to be repaired	120	

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Enclosed is a letter from
the Chief Engineer to the
Secretary to Government
Public Works Department

Dated 24th }
Received } 1 March 1897

1897/98
1897/98

Report of the Chief Engineer
to the Secretary to Government
Public Works Department
of the Straits Settlements
and F.M.S. for the year
1896/97 on the present state
of the Straits Settlements
and F.M.S.

Statement showing the number of Tanks, Thenguls, and Spring Ponds in the Shinglet District, adjacent to the Railway, their position &c.

13
11
1859
21
11

Name of Tank &c.		Distance from Railway	Position of Tank	To whom the property belongs	Remarks	
Name of Tank &c.		Distance from Railway	Position of Tank	To whom the property belongs	Remarks	
Sennapuram Thengul	Started from Courtalar River.	680	South	Jemundar	Bound in fair order.	17
Pannam Col D.	D.	385	North	Government	Bound requires to be raised and strengthened.	N
Vediyoor Tank	D.	308	D.	D.	D. in bad order (Breach by the late rains)	
Pannampattam Chellai	D.	206	South	Jemundar	D. requires to be raised and strengthened	
Casumunallath Tank	D.	512	D.	Government	D. in fair order	
Kadumputtan D.	D.	280	D.	D.	D. but a Calingulath is required	to the
Gacatom D.	D.	Rains this is North and South	Jemundar	D.	D. requires to be raised and strengthened	number
Parayacorum D.	D.	D.	D.	Government	D. in bad order (Breach by the late rains)	ted were
Palun Thengul	D.	D.	D.	D.	D. in fair order	Engineer
Pottan Tank	D.	D.	D.	D.	D. in fair order	all in
Pedarecorum Colum	D.	30	South	D.	D. in bad order (Breach by the late rains)	passing
Tholloor Tank	D.	Rains this is North and South	D.	D.	D. in fair order	to
Sarapate Thengul	D.	D.	D.	D.	D. in fair order	vention
Terror Tank	D.	49	South	Jemundar	D. requires to be raised and strengthened	repairs
Vatumpattan Colum	D.	100	D.	Government	D. in bad order (Breach by the late rains)	injury.
D. Tank	D.	168	D.	D.	D. in fair order	injury.
D. Thengul	D.	150	D.	D.	D. requires to be raised	injury.
D. Colum	D.	5	D.	D.	D. in good order	injury.
D. D.	D.	20	North	D.	D. D.	injury.
D. Thengul	D.	Rains this is North & South	D.	D.	D. requires to be raised	injury.
Panpam Tank	D.	300	D.	Shistur	D. in fair order.	injury.

Statement showing the number of Tanks, Thenguls, and Spring Ponds in the Chingput District, adjacent to the Railway, their position &c.

21/11/59
1859

Name of Tank &c	Taluk	Distance from Railway		To whom the property belongs	Remarks
		Tanks	Thenguls		
Tinnamur - Tank	Bonnemala	Punsalingad	South	British Govt	...
Tinnamur - Thengul	D.	...	...	...	...
Thengul - Tank	D.	...	...	...	...
D. - Thengul	D.	...	...	...	...
Saccu - Tank	D.	...	...	...	...
Thengul - Tank	D.	...	...	...	...
D. - Thengul	D.	...	...	...	...
Arucadu - Tank	D.	...	...	...	...
D. - Thengul	D.	...	...	...	...
Shelambur - D.	D.	...	...	...	...
Arucadu - Thengul	D.	...	...	...	...
Umpur - Tank	D.	...	...	...	...
Arucadu - D.	D.	...	...	...	...
Connor - D.	D.	...	...	...	...
D. - Thengul	D.	...	...	...	...
D. - D.	D.	...	...	...	...
Aganavaram - Tank	D.	...	...	...	...
Parumbur - D.	D.	...	...	...	...

District Engineer Office
Gumdy
24th December 1858

Wm. L. Moberly, Capt.
District Engineer (Chingput)

(True Copy)
Colonel
Chief Engineer

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Central Office of Public Works
Fort Saint George 24th March 1859

N^o 8926.

To
The Chief Engineer
The Secretary to Government
Public Works Department

"Railways."

Sir,

I have the honor to bring to the notice of Government that, on the 17th November 1858, the District Engineers marginally noted were called upon, by the late Officiating Chief Engineer to direct their attention to the state of all Tanks adjacent to the line of railway passing through their respective Districts, and to adopt immediate measures for the prevention of breaches, and the execution of such repairs as would secure the railway works from injury.

The result has been the submission of the accompanying reports by the District Engineers of Chingleput, Salem, and Coimbatore, which I beg to forward as explanatory of the present condition of the Tanks in those Districts.

With respect to the Tanks in Chingleput, represented

Chingleput
North Arcot
Salem
Coimbatore
Madrabar.

Encls. 3
1 Copy of letter
2 do. do.

N^o 1033 dated 25th Dec^r 1858
N^o 834 - - - 1st Feb^r 1859
N^o 233 - - - 14th March 1859

Enclosure: note letter
from the Chief Engineer
to the District Engineers
to direct their attention to
the state of all Tanks
adjacent to the line of
railway passing through
their respective Districts,
and to adopt immediate
measures for the prevention
of breaches, and the
execution of such repairs
as would secure the
railway works from injury.

represented to be in bad order, the District Engineer has been instructed to submit as early as practicable Estimates for their repair, care being taken to provide sufficiently for stamping and turning on which the safety of the Tank bands so much depends, and the particular attention of the District Engineer of Tunis has also been directed to the repair of the Tanks specified in the list which accompanied his letter. N° 337 dated 4th February 1859.

4. Finally I beg to state that copies of the reports referred to in this letter, have been sent to the Consulting Engineer for Railways for information.

Central Office of P.W.
Fort Saint George
24th March 1859

I have the honor to be
Sir,
Your Most Obedient Servant
Edw. P. Colman
Chief Engineer.

Ms. A. 8.11

Ordered to be, commencing
the ordinary of cash and
interest.

H. Lins

John W. Lewis
to Oct 1859—

Delivered to the said Capt. & Co. by
Capt. J. S.

Chas. C. Phelps.

Ms. A. 9.2.17. 64. April 1859.
H. A. 9.2.17. 64. April 1859.