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MADRAS RECORD OFFICE

Government of Madras.

Public Works DEPARTMENT.

200-212

G.O. No.

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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.

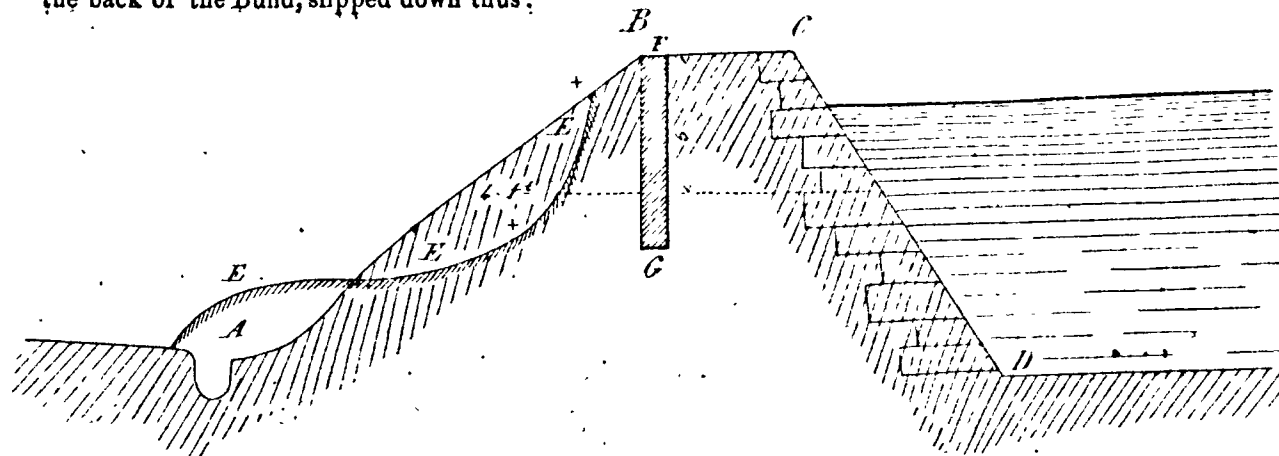
The only Tanks from the bursting of which any serious injury could result to the Railway works are, the two large Tanks near the Town of Coimbatore and the Coorchy Tank.

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/ Capt. Arthur S. Mobley
(District Engineer of Chingleput)

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

De la Motte-Herminville, Paris
 14. Dec. 1814.

1037

Flora.

The District Engineer
of Salem

To
The Chief Engineer
in the Dutch
Post-Office



I have the honor to forward Enclosed 1.
herewith the Report^{*} called for in your Memo. Report on the
memorandum. No. 5515 of the 1st November last. ^{in the adjacent} to the line of track
away.

John W. Brown, Esq.

Wm. E. Robinson & Co.

Wm. Lloyd Garrison

Col. J. M. Dismore's Office.
Col. J. M. Dismore, U. S. Army.

7233-

• *Spilargis*

W. E. Gladstone Esq.

Robertus Thibaut Cromwell

Epithemia

3/

Colonel C. C. Faber

Chief Engineer E. G. Johnson

Mr. Lamb George,

Ch.

With reference to your Memo
of 25th July. November 1855 respecting
the Condition of the Brakes of the Tanks
adjacent to the Line of Railway, I have the honor
to state that, I have examined the mechanism
of these 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, or the two large tanks near the Town of Cornhill, and the Corching Tank.

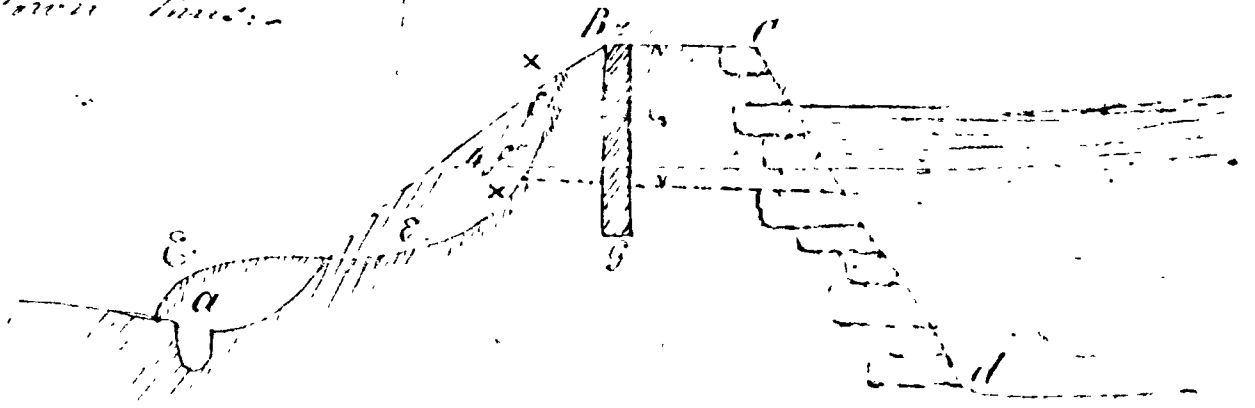
It is quite impossible to say whether these Tanks are in a safe state, but I do not think there is any cause for alarm

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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. In the rear of the first 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

Three Copies
Mr Fraser

Nov 3. Nov 1859

W. J. J. J.

1859

Dearest friends
- some papers in the
- edition of the Journal of
- the University of the
- State of California, in
- the month of June, 1859,
- are being sent to you
- one thing at a time.

[Signature]

Longbridge Junction Tank —

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

460-3
627 "

Windsor Main Road —

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 Do —

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
" "

Windsor Main Road —

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

217
" "

Do — small — Do —

The 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
" "

Windsor Main Road —

The fine facing of the tank of this
tank requires repair

175
" "

The Pipes — 64673

District Engineer's Office
Salon 4 February 1837

Wm J. C. Carthagen Esq
District Engineer of Salon

(True Copy)

Wm J. C. Carthagen 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 Goods Railway	Two small brackes in the tank sunk	20 "	From the exchange for land by the Southern Railway. No doubt, or more of the 1895 of the tank has been severely cracked. It is urgent to make with necessity of the large amount of land required for repairs
	Emmace Goods Railway	Emmace Goods Railway	174 0	
	Emmace Goods Railway	Emmace Goods Railway	274 "	
	Emmace Goods Railway	Emmace Goods Railway	113 "	
	Emmace Goods Railway	Emmace Goods Railway	102 "	
	Emmace Goods Railway	Emmace Goods Railway	193 "	
	Emmace Goods Railway	Emmace Goods Railway	206 "	
	Emmace Goods Railway	Emmace Goods Railway	622 "	
	Emmace Goods Railway	Emmace Goods Railway	560 "	
	Emmace Goods Railway	Emmace Goods Railway	322 "	
Uninhabited	Emmace Goods Railway	Emmace Goods Railway	295 "	
	Emmace Goods Railway	Emmace Goods Railway	496 "	
	Emmace Goods Railway	Emmace Goods Railway	120 "	
	Emmace Goods Railway	Emmace Goods Railway	15 "	
	Emmace Goods Railway	Emmace Goods Railway	2 "	
	Emmace Goods Railway	Emmace Goods Railway	44 "	
	Emmace Goods Railway	Emmace Goods Railway	20 "	
	Emmace Goods Railway	Emmace Goods Railway	44 "	
	Emmace Goods Railway	Emmace Goods Railway	44 "	
	Emmace Goods Railway	Emmace Goods Railway	44 "	
Grand Total			4,605 3	

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 Chief Engineer to the
Secretary to Government
Public Works Department
of the works referred to in
the letter of the Secretary to
Government.

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

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1859
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Name of Tank &c.	Distance from Railway	Position of Tank	To whom the property belongs	Remarks
Suma perum Thengul	Started from Courtalar River	South	Jemundar	Bund in fair order
Pannam Col D	385	North	Government	Bund requires to be raised and strengthened
Vediyoor Tank	308	Do	Do	Do in bad order (Breach by the late rains)
Pannam perum Chellai	206	South	Jemundar	Do requires to be raised and strengthened
Casumunallathu Tank	512	Do	Government	Do in fair order
Kadumputh	280	Do	Do	Do (Do but a Calingulath is required)
Yacathu	Rains this is North and South	Jemundar	Do	Do requires to be raised and strengthened
Parayacorum	Do	Do	Government	Do in bad order (Breach by the late rains)
Palu Thengul	Do	Do	Do	Do Do Do
Polloor Tank	Do	Do	Do	Do in fair order
Pedarecorum Colu	30	South	Do	Do in bad order (Breach by the late rains)
Tholloor Tank	Rains this is North and South	Do	Do	Do Do
Sarapate Thengul	Do	Do	Do	Do in fair order
Terror Tank	49	South	Jemundar	Do requires to be raised and strengthened
Vatumpalathu Colu	100	Do	Government	Do in bad order (Breach by the late rains)
Do Tank	168	Do	Do	Do in fair order
Do Thengul	150	Do	Do	Do requires to be raised
Do Colu	5	Do	Do	Do in good order
Do Do	20	North	Do	Do Do
Do Thengul	Rains this is North & South	Do	Do	Do requires to be raised
Pannam Tank	300	Do	Shistur	Do in fair order

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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.	20	North	Government	
Thengul - Tank	D.	100	South		
D. - Thengul	D.	100	South		
Saccu - Tank	D.	100	South		
Thengul - Tank	D.	100	South		
D. - Thengul	D.	100	South		
Arucadu - Tank	D.	100	South		
D. - Thengul	D.	100	South		
Shelambur - D.	D.	100	South		
Arucadu - Thengul	D.	100	South		
Umpur - Tank	D.	100	South		
Arucadu - D.	D.	100	South		
Connor - D.	D.	100	South		
D. - Thengul	D.	100	South		
D. - D.	D.	100	South		
Arucadu - Tank	D.	100	South		
Arucadu - D.	D.	100	South		

District Engineer Office
Gumby
24th December 1858

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

(True Copy)
Colonel
Chief Engineer

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To
The Chief Engineer
At
The Secretary to Government
Public Works Department

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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 ex-
 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

2. 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.

Dear Sir,
 I have the honor to acknowledge the receipt of your letter of the 11th inst. in relation to the above named matter. I am sorry to hear that you are not well, and hope that you will soon be able to resume your usual avocations. I am, Sir, very respectfully,
 Yours, &c.
 J. M. Smith

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.

