

(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. 25/2	Press Mis.
191-192	
Dated 9. 8.	1866.

Not to be folded or roughly handled

No. 191. Read the following letter from the Superintending Engineer, 6th Division, to the Secretary to Government, Public Works Department, dated Lower Anicut, 23rd July 1866, No. 465 :—

1. With reference to paragraph 8 of my letter No. 1,700, dated 22nd January, G. O. No. 488, dated 8th February 1866, I have the honor to inform you that I find the iron railing in lieu of parapet walls for the Upper Anicut would cost Rupees 40,000, and unless the bridge were considerably widened, it is doubtful whether horses or bullocks could be prevailed upon to cross the bridge when the river was in flood, as they would look down through the railing upon the foaming disturbed water below the anicut, immediately beneath them.

2. The width of the arch of the present bridge is only eight feet; on the up-stream side only the piers are provided with cut-waters, and by removing the cut-waters and building on their foundations the bridge may be widened by two feet, and if provided with parapets 1½ feet or a brick and a half thick, a clear space of 7½ feet will be left between the parapet walls, and with a blocking course of 7½ inches by 1½ feet in width below the parapets built within the face of the arches there will be little or no risk of such an accident as that by which the late Mr. and Mrs. Fraser lost their lives; there are, as you are probably aware, three recesses over the large sluice arches, where bandies can draw on one side to admit of other bandies passing them.

3. My reason for not proposing to widen the bridge more than two feet is because we should have to disturb the existing work to get down the foundations of the extended piers. The anicut and bridge are built on six feet wells with three feet of masonry above, the foundations are, therefore, only nine feet below the surface of the river bed, but they are protected by large quantities of rough stone, some of which has probably sunk far below the bottoms of the wells and has thus secured and rendered safe foundations which, without such protection, have failed in the Lower Anicut, and it would be most imprudent to disturb this rough stone, to say nothing of the cost of widening bridges which including the wing-walls are half a mile long.

4. Widening the bridges by two feet as proposed above would cost about Rupees 13,860, and under any circumstances the parapets and face walls must be re-built even to render the bridge safe for foot passengers, and this alone will cost Rupees 6,960. The face walls of twenty-three arches in the south branch and of three in the north branch have bulged, and are in an unsafe condition.

5. At present the bridge over the anicut leads no where, it connects the Salem and Trichinopoly road with the head of the Seringham island, and was built for the purpose of obtaining access to the sluices in the anicut to admit of their regulation. It is probable, however, that at no distant date the Cavary may be spanned by a bridge to connect the north bank of the river with the Railway. There is to be a station exactly opposite to the Cavary dam, and it is surprising that in selecting Railway feeders for the Erode Extension from the north, it has not been proposed to bridge the Cavary at the head of the Seringham island. The bridges at Trichinopoly which span the Cavary and Coleroon are only ten miles

present

*Proceedings of the Madras Government, Public Works Department,
9th August 1866.*

from the Upper Anicut, but to the westward the Augunda Cavery is not bridged
* 30 Miles.

† *Vide* paragraph 3, letter No. 463, dated 23rd July

22½ feet or 19½ feet between parapets.

at all within the limits* of the 6th Division, and in consequence I regard the Railway feeders proposed to the north of the Cavery as almost useless.†

6. In building the Cavery dam wells were sunk for the foundations of a

bridge, but the piers were not raised to the level of the river bed. It would be necessary, therefore, to remove the rough stone over the sites of the piers, and to build three feet of solid masonry over the wells to bring the piers to the level of the river bed, and in consequence the cost of a bridge of 41 arches of 40 feet span would be only Rupees 52,000.

7. The foundations of the bridge are not such as I would propose for a bridge over the Cavery elsewhere, but here the foundations are already protected by rough stone both above and below the dam, over which the bridge will stand.

8. I would be glad to be informed, at an early date, whether estimates are required for any or all the works proposed above for entry in the Budget of 1867-68.

No. 192.

ORDER THEREON, 9th August 1866, No. 2,512.

CIVIL WORKS, No. 31.

As there is no probability of funds being forthcoming for some time to meet the cost of the whole of the works

proposed in this letter, the Superintending Engineer is requested to submit only the estimate for widening the bridges over the upper Coleroon anicut as recommended in paragraph 4.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 6th Division.

Exd. S. T. Augustin.

No 465-

Supg Engr's Office 6th Div.
Lower Anicut-23rd July/66.

From,

Captain R. F. Baker R.E.

Superintending Engineer 6th Div.

To, Colonel C. A. Orr - R.E.

Secretary to Government
D. P. H.

Sir,

With reference to para 8
of my letter No 1700 dated 22nd January
G.O. No 488.
dated
8th February/66.
I have the honor to inform you that
I find the Iron Railing in lieu of
Parapet walls for the Upper Anicut
would cost Rs 4,000, & unless the
Bridges were considerably widened
it is doubtful whether Horses, or
Bullocks, could be prevailed upon to
cross the Bridge when the River was
in flood as they would look down
through the railing upon the foaming
disturbed water below the Anicut
immediately beneath them -
The width of the Arch of the
present

present Bridge is only 8'; on the up stream side only the piers are provided with Cut Waters, & by removing the cut Waters & building on their foundations the Bridge may be widened by 2', & if provided with parapets $1\frac{1}{8}'$ or a brick & a half thick, a clear space of $7\frac{3}{4}'$ will be left between the parapet walls, & with a blocking course of $7\frac{1}{2}"$ by $1\frac{1}{2}'$ in width below the parapets built within the face of the Arches there will be little or no risk of such an accident as that by which the late Mr & Mrs Frasen lost their lives; there are, as you are probably aware three piers over the large Swiss Arches where Bandies can draw on one side to admit of other Bandies passing them.

My reason for not proposing to widen the Bridge more than two feet is because we should have to disturb the existing work to get down the

the foundations of the extended piers. The Ancient & Bridge are built on 6' wells with 3' of masonry above the foundations are therefore only 9' below the surface of the River bed, but they are protected by large quantities of Rough stone, some of which has probably sunk far below the bottoms of the Wells & has thus secured & rendered safe foundations which, without such protection, have failed in the Lower Ancient & it would be most imprudent to disturb this rough stone to say nothing of the cost of widening Bridges which including the Wing walls are half a mile long.

Widening the Bridges by 2' as proposed above would cost about

North Branch 12 Arches	R ^d 2,110.	} & under any cir-
South Branch 57 - do -	R ^d 11,750	
	R ^d 13,860,	walls

walls must be rebuilt even to render the bridge safe for foot passengers, & this alone will cost Rs 6960. The face walls of 23 Arches in the South Branch & of 3 in the North Branch have bulged and are in an unsafe condition.

At present the bridge over the Annicut leads nowhere, it connects the Salem & Trichinopoly Road with the head of the Srirangam Island & was built for the purpose of obtaining access to the sluices in the Annicut to admit of their regulation.

It is probable, however, that at no distant date, the Canery may be spanned by a bridge to connect the North Bank of the River with the Railway.

There is to be a station exactly opposite to the Canery Dam & it is surprising that in selecting Railway for the Erode extension from the North, it has not been proposed to bridge the Canery at the head of the

* 30 miles.

* Visi Para 3

Letter No 463

dated 23 July

22 1/2 or 19 1/2' between parapets.

the Srirangam Island. The bridges at Trichinopoly which span the Canery & Coleroon are only 10 miles from the Upper Annicut, but to the westward the Angunda Canery is not bridged at all within the limits of the 6th Division & in consequence I regard the Railway for the proposed to the North of the Canery as almost

* never -

In building the Canery Dam wells were sunk for the foundations of a bridge but the piers were not raised to the level of the River bed. It would be necessary therefore to remove the rough stone over the sites of the piers & to build 3' of solid masonry over the wells to bring the piers to the level of the River bed, and in consequence the cost of a bridge of 41 arches of 40' span would be only Rs 52000. The foundations of the bridge are

are not such as I would propose
for a Bridge over the Canery elsewhere,
but here the foundations are already
protected by rough stone both above
and below the Dam over which the
Bridge will stand.

I would be glad to be informed
at an early date whether Estimators
are required for any or all the works
proposed above for entry in the Budget
of 67/68 -

I have the honor to be

Sir,

Your most Obedt Servt

W. F. Wake Captain R.E.
Supt Engineer B.D. 4th

7/18/66 Dept.
Prof. of Road for August.
from 30/4

The Supg Engineer
6.8.8

To, The Secretary to
Government.

Dated 23. }
Received 27. } July 1866
Letter No 465.

Proposing to widen
the Upper Amicut
Bridge by 2 feet,
& to Bridge the Causeway
at its Head.

A-191

c. 1st August 1866 A. 302

no. 2572 - 9th Aug 1866

Public Works Department.
no 2572

Proceedings of the Madras Government
Under date the 9th 18/66
Read the following

From
The Supg. Engineer of
the 6th Division - (H. & N. 465 dated 23rd July 1866)

As there is no probability
of funds being forthcoming
for some time to meet
the cost of the whole of
the works proposed in this
letter, the Superintending
Engineer is requested to
submit only the estimate
for widening the bridges
and the Upper Coleroon
Amicut as recommended
in para 4 -

W.M.

To The Supg. Engr 6th Division

16
Dated 10th August 1866

C. 1st

J W 1866 Depts
 Pro: of Genl for charges
 A 2512
 Pro: of the Major Genl
 D/G August 86

1866
 1867
 1868
 1869
 1870
 1871
 1872

The Supy Engr of the 6.
 Is requested to submit the
 estimates for widening the
 Bridges over the Upper Colorado
 about Archimopolis Dist.

1891-1892

a. 1866 1866 Pro 32