

(1) Number of pages 22  
(2) Date of repair 2.4.43  
(3) Initials of the Referencer \_\_\_\_\_

## MADRAS RECORD OFFICE.

Government of Madras.

*Public works* DEPARTMENT.

|             |                 |
|-------------|-----------------|
| G.O. No. 12 | Press           |
| 26-28       | <del>Mis.</del> |
| Dated 3 1   | 18/6 .          |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
3rd January 1866.*

Read the following papers:—

No. 26. Endorsement of the Consulting Engineer for Railways, dated Madras, 7th December 1865, No. 600.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 5th December 1865, No. 849.

1. I regret to have the honor to report, for the information of Government, that a telegram has been received to-day, intimating that three breaches have occurred on the North-West Line, which will effectually cut off communication with Cuddapah, for some days.

2. I learn\* from the Chief Engineer, that the damage to our works has been occasioned by the want of calingulahs to the tanks in the Cavutty Nugger Zemindary.

3. I leave for the scene of the disaster by the 7 o'clock Train, in the morning, in company with the Chief Engineer, and will report further particulars upon my return.

1. I have since inspected the principal breach in company with the Agent and Manager, and Chief Engineer. It was caused by the bursting of a large tank near Pootoor, at 5 A. M., 5th instant, which again was caused by several other tanks having given way. The Railway bridge across the drainage, a structure of three spans, each of 15 feet, was completely destroyed, and a portion of the embankment on the south side washed away, so as to make a gap 40 yards wide. The stream must have come down with great violence, as blocks of the masonry were carried to a distance of 30 or 40 yards. The area of the drainage basin is only eight square miles, and the water-way provided by the bridge was ample for the discharge of all the surplus water that could have been passed by the tank calingulah. The Railway authorities are in no way answerable for the accident, though I think it probable that the bridge would have stood if it had been furnished with a strong flooring.

2. Three other breaches have been formed at the 80th mile, in the same manner as that above described, and the ballasting along the line has also been injured.

3. The Chief Engineer and his Assistant will use every endeavour for the expeditious repair of the damage, but he considers that at least a fortnight must elapse before the line can be re-opened for traffic.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,  
Consulting Engineer for Railways.

No. 27. Endorsement of the Consulting Engineer for Railways, dated Madras, 11th December 1865:—

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 8th December 1865, No. 858.

I have the honor to submit, for the information of Government, the accompanying copy of a letter,\* which has reached

\* No. 528, 8th December. me this afternoon from the Chief Engineer, reporting the nature and extent of the interruptions upon our North-West Line, by the recent bursting of tank bunds.

*Wm*

*The Secretary to Government. 2 P.M.  
Fort Saint George*

*Proceedings of the Madras Government, Public Works Department,  
3rd January 1866.*

From the Chief Engineer, Madras Railway Company, to the Agent and Manager, dated Madras, 8th December 1865, No. 523.

1. Some serious interruptions took place upon our North-West Line on the morning of the 5th instant.

2. The first occurred near the Pootoor Station at 71½ miles; and was caused by the bursting of the Pootoor tank bund. The escape waters inundated the country to a considerable extent, and completely carried away a bridge of 3-15 feet arches together with a portion of the embankment, leaving a gap, over which the rails hung suspended, of about 120 feet

3. The second interruption took place near the 80th mile, some little distance south of the Sooranamookey river, and was caused by the bursting of the Coyempetta tank bund. The escape waters from this tank flooded a large area of country to a considerable depth, and carried away a 12 feet and a 6 feet arch, situated at a distance of about 10 chains apart, leaving gaps in the embankment of 140 and 120 feet respectively. Several bridges in this locality were more or less damaged by scour, and also a 2 feet culvert, the south abutment of which will have to be partially renewed.

4. Another interruption took place about the 96th mile, near the foot of the Ballapillay bank. This was caused by the over-flowing of a torrent and a consequent backing up of the water against our Railway embankment, which ultimately gave way under the pressure. In this instance, fortunately, the bridge escaped injury.

5. The Pootoor and Coyempetta tanks belong, I believe, to the Zemindar of Cavetnuggur. I am unable to report upon the state of repair in which the bunds were maintained. For some 24 hours prior to the accident a great quantity of rain appears to have fallen. This tended to swell the tanks considerably and ultimately caused the water to over-top the bunds and breach them in several places. Probably they were still further swollen by the bursting of tanks upon a higher level, the escape waters of which rushed into them.

6. The damage done to our line may be roughly estimated at Rupees 10,000.

7. The break at the 96th mile has already been made good, and trains can run between Tripetty and Cuddapah, but upon the length Pootoor to Tripetty, it will probably take three weeks to complete temporary bridges and restore communication.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 8th December 1865, No. 855.

\* 8th December, No. 505.

1. I have the honor to quote, as follows, from a report\* just received from the Traffic Manager, who returned last night from Tripetty,

after making arrangements for the conduct of the traffic, consequent upon the breaches in our North-West Line, from the recent bursting of tanks.

"On the night of the 4th instant a bridge at the 71st mile, two bridges at the 80th mile, and about two chains of bank at the 96th mile on the North-West Line, were destroyed by the bursting of tanks, thus completely cutting off communication by rail between Puttoor and Cuddapah."

"I accompanied Mr. Pinson, the Deputy Chief Engineer, on the evening of the 5th, to inspect the work of destruction, and regret to say that until communication can be restored either at the 71st mile, or at the 80th mile, it will be impracticable to resume even the Passenger Traffic between Puttoor and Tirupetty Stations, say from 60th mile to 84th mile, a distance of 15 miles, and I have therefore arranged to run trains between Arcunum and Puttoor Stations only."

"North of Tirupetty the damage is trifling, and as the break has just been reported fit to run over, the trains now running from and to Coodoor and Cuddapah will be run between Tirupetty and Cuddapah from to-morrow."

*Proceedings of the Madras Government, Public Works Department,  
3rd January 1866.*

"All through traffic has of course been suspended, and although we may be able to conduct the coaching traffic, after one of the breaks between Puttoor and Tirupetty has been repaired, it will be scarcely possible to resume our through Goods Traffic until a train can pass over both the breaks."

"Until further notice, it will be necessary, as already advised, for the Postmaster General to make his own arrangements for the conveyance of the mails between Puttur and Tirupetty Stations."

2. I have given the Postmaster General notice, that through communication is suspended on our North-West Line, and that pending the necessary repairs to our bridges, he must make arrangements for the conveyance of the mails between Puttoor and Tirupetty.

Forwarded to Government for information, in continuation of my observations of the 7th instant, No. 600.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,  
Consulting Engineer for Railways.

No. 28. ORDER THEREON, 3rd January 1866, No. 12.

RAILWAY, No. 2.

Ordered to be recorded.

(True Extract.)

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

Exd. S. T. Augustin.

*The Secretary to Government. D.P.W.  
Fort Saint George*

No. 858.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, 8<sup>th</sup> December 1865.

From,

R. B. Elwin Esquire,

To

Agent and Manager, M. R. C.

Lieutenant Colonel J. C. Anderson, R.E.

Sir,

Consulting Engineer for Railways.

N<sup>o</sup> 528. 8<sup>th</sup> Dec.

I have the honor to submit for the information of Government, the accompanying copy of a letter, which has reached me this afternoon from the Chief Engineer, reporting the nature and extent of the interruptions upon our North West Line, by the recent bursting of Tank bunds.

I have the honor to be,

Sir,

Your most obedient servant

W. J. L. L. L.  
Agent and Manager.

W

61

Forwarded to Government for information, in continuation of my observations of the 7<sup>th</sup> instant, N. 600.

Madras  
11<sup>th</sup> December  
1865

J. C. Anderson Esquire  
Consulting Engineer for Railways

To The Secretary to Government. D. P. W.  
Fort Saint George

W. J. L. L. L.

No. 528.

Madras Railway Company,  
Chief Engineer's Office,  
Madras, 8<sup>th</sup> December 1865.

Dear Sir,

1. Some serious interruptions took place upon our North West Line on the morning of the 5<sup>th</sup> Instant.
2. The first occurred near the Pootoor Station at 7 1/2 miles and was caused by the bursting of the Pootoor Tank bund. The escape waters inundated the country to a considerable extent and completely carried away a Bridge of 3-15 feet Arches together with a portion of the embankment, leaving a gap over which the rails hung suspended, of about 120 feet.
3. The second interruption took place near the 80<sup>th</sup> mile, some little distance south of the Doordamookey River, and was caused by the bursting of the Cozempetta Tank bund. The escape waters from this Tank flooded a large area of country to a considerable depth, and carried away a 12 feet and a 6 feet Arch, situated at a distance of about 10 Chains apart, leaving Gaps in the embankment of 140 & 120 feet respectively. Several bridges in this locality were more or less damaged by scum, and also a 2 feet Culvert, the South abutment of which will have to be partially renewed.
4. Another interruption took place about the 96<sup>th</sup> mile near the foot of the Pallapillay Bank. This was caused by the over-flowing of a Torrent and a consequent backing up

of

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

Dated December 8<sup>th</sup> 1865.  
Recd. ————

No. 838

Submitting Copy of a letter  
received from the Chief  
Engineer regarding the damage  
done by the bursting of the  
Pootoor Tank, by the  
bursting of the  
Cozempetta Tank.

Under Secretary, Madras.

of the water against our Railway embankment which ultimately gave way under the pressure. In this instance fortunately the bridge escaped injury.

5<sup>th</sup> The Pootoor and Cozempetta Tanks belong, I believe, to the Zamindar of Cozempetta. I am unable to report upon the state of repair in which the Bunds were maintained. For some 24 hours prior to the accident a great quantity of rain appeared to have fallen. This tended to swell the Tanks considerably and ultimately caused the water to over-top the Bunds and breach them in several places. Probably they were still further swollen by the bursting of Tanks upon a higher level the escape waters of which rushed into them.

The damage done to our Line may be roughly estimated at Rupees 10,000.

The break at the 96<sup>th</sup> mile has already been made good and Trains can run between Tripetty and Cuddapah, but upon the length Pootoor to Tripetty, it will probably take 3 weeks to complete temporary Bridges and restore Communication.

Yours faithfully,  
J. G. Smart,  
Chief Engineer.  
The Agent & Manager.

/ True Copy /  
W. J. Smith  
Agent and Manager.

Comptroller

No. 855.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE.

Madras, December 8<sup>th</sup> 1865.

From

A. B. Edwin Esq.

Agent and Manager.

To

Leut. Colonel A. C. Anderson, Esq.

Consulting Engineer for Railways.

Sir,

I have the honor to quote, as follows, from a report just received from the Traffic Manager, who returned last night from Tinjelly; after making arrangements for the conduct of the Traffic consequent upon the breaches in our North West Line, from the recent bursting of tanks.

"On the night of the 4<sup>th</sup> instant, a Bridge at the 71<sup>st</sup> mile, two Bridges at the 80<sup>th</sup> mile, and about two Chains of Banks at the 95<sup>th</sup> mile on the North West Line, were destroyed by the bursting of Tanks, thus completely cutting off Communication by Rail between Puttoor and Tondiarpet."

"I accompanied Mr. Ineson the Deputy Chief Engineer on the evening of the 5<sup>th</sup> to inspect the work of destruction, and regret to say that until Communication can be restored either at the 71<sup>st</sup> mile, or at the 80<sup>th</sup> mile, it will be impracticable to resume even the Passenger Traffic between Puttoor and Tinjelly Stations, say from 69<sup>th</sup> mile to 84<sup>th</sup> mile, a distance

of

29/12/65

of 15 miles, and I have therefore arranged to have  
"Mails between Quasnow and Puttoor Stations only."  
"North of Tancipetty the damage is  
"trifling, and as the break has just been reported  
"for to pass over, the Mails now running from  
"and to Goodoor and Suddapah will be from between  
"Tancipetty and Suddapah from tomorrow."

"All though Traffic has of course  
"been suspended, and although we may be able  
"to conduct the Coaching Traffic, after one of  
"the Breaks between Puttoor and Tancipetty has  
"been repaired, it will be scarcely possible to  
"resume our Through Goods Traffic, until a train  
"can pass over both the Breaks."

"Until further notice, it will  
"be necessary, as already advised, for the Postmaster  
"General to make his own arrangements for the  
"conveyance of the Mails between Puttoor and  
"Tancipetty Stations."

2. I have given the Postmaster General  
notice, that though Communication is suspended  
on our North West Line, and that pending the  
necessary repairs to our bridges, he must make  
arrangements for the conveyance of the Mails,  
between Puttoor and Tancipetty.

I have the honor to be,

Your most Obedt. Servant

W. J. Hurst  
Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

*222940/88*

Dated

*December 8<sup>th</sup> 1868*

Recd. — " — 11.

No. 853.

*Regarding a report  
received from the office  
Manager, having reference  
to the alterations on the  
S. R. line and the  
arrangements which have  
been made for conducting  
the traffic, &c.*

*222940/88*

Copy in my Letter to England  
of 10<sup>th</sup> April to 2 of 1867.

1865. Date  
of Govt. of Govt. for Jan'y 1866  
No. 49 H. D.  
The Chief Engineer  
for S. E.  
The Secretary to  
Government. No. 12.

Patel 11<sup>th</sup> Decr 65  
Recd 12<sup>th</sup>  
82. No. 604.

Forwarding for  
information certain  
papers from the Dept.  
in continuation of the  
Chief Engineer's addres-  
sions of the 4<sup>th</sup> instant  
No. 600

Recorded  
Jan 12 1866

No. 27

a. 15<sup>th</sup> Decr 1865 D. 21<sup>st</sup>

No. 849.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE

Madras, 5<sup>th</sup> December 1865.

From

Robert D. Levin Esq.  
Agent and Manager. M. R. Co.

To

Lieut. Colonel. L. B. Anderson, A. E.  
Consulting Engineer for Railways.

Sir,

1. I regret to have the honor to report,  
for the information of Government, that a  
telegram has been received today, intimating  
that three breaches have occurred on the  
North West line, which will effectually cut  
off communication with Queldapah, for  
some days.

Letter from Ch.  
Engineer Decr 5<sup>th</sup>.

2. I have from the Chief Engineer,  
that the damage to our Works has been  
occasioned by the want of Calingulaho to  
the Tanks in the Lowally & Nigger Zemindary.

3. I have for the second of the disaster  
by the 7.0. A. block train, in the morning,  
in Company with the Chief Engineer, and  
will report further particulars upon my  
return.

I have the honor to be,  
Sir,

Your most Obedient Servant.

Robert D. Levin  
Agent and Manager.

Edw. J.

etc, 12

Recorded

Frank St. George  
2nd January 1886

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

107 1885/86

Dated 25<sup>th</sup> December 1885

Recd.

No. 8199.

Regarding that three  
bushes have been  
on the 11. 11. 1885  
between  
the station and the  
the station of the  
the station of the

Printed and Published by

Copy in my Letter to England  
of 10<sup>th</sup> April 1867

107 1865 D after  
from 10<sup>th</sup> of Jan 1867

The Consulting Engineer  
for Railways.

To  
The Secretary & Govt  
P. W. Dept.

Dated 7<sup>th</sup> } Dec 1865  
Recd 8 }

El. H. 600.

Wm

Observations on a  
letter from the Agent &  
Manager of the M. R. Comp.  
No 849 of 5<sup>th</sup> Instants,  
reporting that three  
breaches have occurred  
on the M. R. line between  
Acreon & Eipottle.

No 26 @ 28

c. 11<sup>th</sup> Dec 1865 Pa. 1865

Recorded

2. 12 - 1865