

(1) Number of pages 1-18/16

(2) Date of repair 15.6.63

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. <u>2064</u>	Press <u>Mis.</u>
<u>252-553</u>	
Dated <u>15.6.63</u>	18 <u>63</u> .

Not to be folded or roughly handled

1

Proceedings of the Madras Government, Public Works Department.
10th July 1867.

No. 252. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th June 1867, No. 188:—

1. I have the honour to forward a letter, No. 80, dated 9th April 1867, from the Agents and Secretaries Indian Tramway Company, preferring a claim for Rupees 186-0-8, for re-building a bridge at ten miles forty-two chains from Arconum, which was carried away by the heavy rains of the last monsoon.

2. The mileage allowance applied for in paragraph 2 has already been paid. The claim for Rupees 720-13-8 has been disallowed by Government in G. O. No. 643, dated 1st March 1867.

3. A letter from the Resident Engineer of the Tramway, explaining the circumstances under which the culvert abovementioned gave way, is submitted for the information of Government.

4. The Superintending Engineer was referred to on the subject, and his opinion is unfavourable to the claim preferred by the Agents of the Tramway Company.

5. It appears that the calingulahs of the Govindavady tank, adjacent to the Tramway, aggregate 94 feet in length, and that according to the account of the Resident Engineer, the discharge was increased to such an extent by the destruction of one of the piers of one of the calingulahs as render the culvert incapable of passing it.

6. The Resident Engineer states that the water-way provided in the Tramway was 98 square-feet, and that allowing six inches of water to pass over the calingulah, the water-way would only be 47 square-feet.

7. Major Prendergast, however, visited the spot shortly after the destruction of the culvert, and was then informed by the Resident Engineer and work-people that there was a depth of nine inches of water passing over the crest of the calingulah for two or three days consecutively before the centre pier was destroyed, so that the water-way over the calingulah was one-half more than it has since been represented to have been by the Resident Engineer.

8. Further, the Superintending Engineer reports, with reference to the effect produced by the destruction of the pier of one of the calingulahs, that it has two escapes 6 feet wide each, sunk 4 feet above the crown. The pier between them was 3 feet wide, and it gave way, so that there was an opening of 15 feet by 4 feet. These vents are constantly opened, so that the actual increase to the ordinary discharge was only 4 feet by 3 feet, or 12 square feet. The level of the floor of these escapes is the same as the apron, which is from 4 to 6 feet above the level of the bed of the tank, so that the accident could not by any means have emptied the tank as Mr. Holloway says, besides the villagers closed the breach shortly after the accident.

9. In my opinion the claim submitted by the Agents of the Tramway is altogether inadmissible; and though the amount is trifling, a very injurious precedent would be established were Government to allow it.

*Proceedings of the Madras Government, Public Works Department,
10th July 1867.*

From the Secretaries and Agents of the Indian Tramway Company, (Limited,) to the Consulting Engineer for Railways, dated Madras, 9th April 1867, No. 89.

1. We have the honour to forward, at the request of our Resident Engineer, a receipted bill for Rupees 186-0-8, for re-building the bridge at 10 miles 42 chains across our line, which was washed away during the late heavy monsoons, and we shall be obliged by your obtaining the sanction of Government for the payment of the same.

2. With reference to the Order of Government, Public Works Department, dated 3rd February 1866, No. 428, we shall be glad to receive payment of Rupees 2,351-9-0, being mileage allowance sanctioned for this Company.

3. We take this opportunity to call your attention to our letter of the 15th March 1867, No. 59, and hope Government have, on re-consideration of the matter therein set forth, sanctioned the payment of the one item Rupees 720-13-8, and interest on the amounts due to the Company, and that the total dues allowed will be paid at once, without waiting for the return of the Agreement which we understand has been sent by Government to London for execution.

Extract from a letter from B. M. HOLLOWAY, Esq., Resident Engineer and Traffic Manager, Indian Tramway Company, (Limited,) to Messrs. ARBUTHNOT & Co., Secretaries and Agents, &c., dated Arconum, 20th April 1867, No. 79.

In answer to your's of 18th instant, No. 87, enclosing No. 156, from Consulting Engineer for Railways, and containing extracts of a letter from the Superintending Engineer to that gentleman, I beg to reply for your information and the information of Government as follows:—

The double 10-feet culvert referred to is one of those adjacent to the Govindavady tank, which with three other small culverts has to deliver the overflow from the two calingulahs; now the water-way in these five openings is equal to 98 square-feet clear, and the total length of the two calingulahs being 94 feet, the overflow cannot be more than 47 square-feet, even assuming the level of the tank to be 6 inches above the walls of the calingulahs.

As a further proof that the openings were sufficient, they did their work well the previous two monsoons, and would have continued to do so I have not the slightest doubt, had not the centre pier of one of the calingulahs given way, which made an extra opening of 14 feet 9 inches by 4 feet which emptied a tank upwards of 4 miles in circumference to that depth in a few hours.

The Collector of Madras, Mr. Cockerell, was with me on the spot at the time, giving orders for the temporary repairs, and saw this. I think therefore you will see the justice of our claim for this small amount, as the Company has been at the expense of putting in an extra 10 feet opening at that place, also a 13 feet opening at Pulloor (in lieu of a small 3-feet Government culvert that was formerly there) at the suggestion of the Deputy Consulting Engineer.

(A true Extract.)

(Signed) ARBUTHNOT & CO.,
Secretaries and Agents.

No. 203.

ORDER THEREON, 10th July 1867, No. 2,064.

RAILWAY, No. 20.

The Government concur in opinion with the Consulting Engineer for Railways that the destruction of the small Arconum to Conjeveram referred to in these papers cannot be attributed to the breaching of the calingulah of the Govindavady tank, and they decline to

*Proceedings of the Madras Government, Public Works Department,
10th July 1867.*

authorize the payment of the bill of Rupees 186 which has been submitted by the Agents and Secretaries for the re-construction of the bridge.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Indian Tramway Company Ltd.
Madras 9th April 1867.
No 80.

To

Lieut. Colonel J. C. Anderson R. E.
Consulting Engineer for Railways.
Madras.

Sir,

We have the honor to forward at the request of our Resident Engineer a receipted Bill for Rs. 186. 0. 8. for rebuilding the Bridge at 10 m. 42 chs. across our line, which was washed away during the late heavy monsoons, and we shall be obliged by your obtaining the sanction of Government for the payment of the same.

With reference to the order of Government P. W. Depart^t. dated 3rd February 1866 No. 128, we shall be glad to receive payment of Rs. 2351. 9. 0. being mileage allowance sanctioned for this Company.

We take this opportunity to call your attention to our letter of the 15th March 1867 No. 59, and hope Government have on reconsideration of the matter therein set forth, sanctioned the payment of the one item Rs. 720. 13. 8. and Interest on the amounts due to the Company, and that the total dues allowed will be paid at once, without waiting for the return of the Agreement which we understand has been sent by Government to London for execution.

We have the honor to be

Yr. Most Obedient Servant.

Murphy
Secretaries & Agents.

Extract from a letter from B. M. Holloway Esq.
President Engineer & Traffic Manager
Indian Tramway Company Limited, to
Messrs. Arbuthnot & Co. Secretaries and Agents
dated Arcotum 20th April 1867 No 79.

In answer to yours of 18th instant
No 87 enclosing No 156 from Consulting Engineer
for Railways, and containing extracts of
a letter from the Superintending Engineer to
that gentleman, I beg to reply for your infor-
mation and the information of Government
as follows.

The double 10' Culvert referred to
is one of those adjacent to the Gorriddouddy
Tank which with 3 other small culverts has to
deliver the overflow from the 2 balingulas, now
the waterway in these 5 openings is equal to
98 square feet clear and the total length of
the 2 balingulas being 94 feet, the overflow
cannot be more than 4.7 square feet, even
assuming the level of the Tank to be 6 inches
above the walls of the balingulas.

As a further proof that the
openings were sufficient, they did their work
well the previous two monsoons and would
have continued to do so I have not the slightest
doubt, had not the centre pier of one of the Calin-
gulas given way, which made an extra open-
ing of 14'-9" x 4' which emptied a Tank
upwards of 4 miles in circumference to that
depth in a few hours.

The Collector of Madras
Mr. Cockerill was with me on the spot at the
time

1867

1/5/67

From

The Secretaries & Agents
of the Indian T.C.

To. The Consulting Engineer
for Railways.

Recd 9th 3 April 1867

No 80.

No 79/80/67

Forwarding at the request

of the President Engineer, &

receipted him for No 186...

for the rebuilding of a bridge

across the line at 10

miles & 2 chains

at Arcotum 20th April 1867

time, giving orders for the temporary repairs... and saw this, I think therefore you will see the justice of our claim for this small amount as the company has been at the expense of putting in an extra 16' opening at that place, also a 13' opening at Pullvor in lieu of a small 3' Government Culvert that was formerly there at the suggestion of the Deputy Consulting Engineer.

(A fine Extract)

Abulind

Secy: (and Agents)

19/10/1867

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 188-

From

Lieut. Colonel J. C. Anderson V.C.
Consulting Engineer for Railways,

To

Colonel C. A. O'Rourke V.C.

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

I have the honor to forward a letter of the 9th April 1867, from the Agents and Directors Indian Railway Company preferring a claim for Rs 186-8 for rebuilding a Bridge at 10 miles 42 chains from Arcot, which was carried away by the heavy rains of the last monsoon.

The mileage allowance applied for in para 2 has already been paid. The

claim

Claim for Rs 720-12-8 has been disallowed by Government G. O. No 643 dated 1st March 1867.

i. A letter from the Resident Engineer of the Tramway, explaining the circumstances under which the Culvert above mentioned gave way is submitted for the information of Government.

4. The Superintending Engineer was referred to on the subject, and his opinion is unfavorable to the claim preferred by the Agents of the Tramway Company.

5. It appears that the Calingula of the Govindothuddy Tank adjacent to the Tramway aggregate 94 feet in length and that according to the account of the Resident Engineer the discharge was increased to such an extent by the destruction of one of the piers of one of the Calingulas as renders the culvert incapable

incapable of passing it.

6. The Resident Engineer states that the waterway provided in the tramway was 98 square feet, and that allowing 6 inches of water to pass over the Calingula, the waterway would only be 47 square feet.

7. Major Prendergast however visited the spot, shortly after the destruction of the culvert and was then informed by the Resident Engineer and work people that there was a depth of 9 inches of water passing over the crest of the Calingula for two or three days consecutively before the centre pier was destroyed; so that the waterway over the Calingula was one half more than it has since been represented to have been by the Resident Engineer.

8. Further the Superintending Engineer reports with reference to the effect

effect produced by the destruction of the
pier of one of the Calingulas that it has
two escapes 6 feet wide each, sunk 4 feet
above the crown. The pier between them was
3 feet wide and it gave way, so that there
was an opening of 15 feet by 4 feet. These
vents are constantly opened, so that the actual
increase to the ordinary discharge was
only 4 feet by 3 feet, or 12 square feet. The
level of the floor of these escapes is the
same as the apron, which is from 4 to
6 feet above the level of the bed of the
tank, so that the accident could not
by any means have emptied the tank,
as Mr Holloway says; besides the villagers
closed the breach shortly after the accident.

9 In my opinion the claim
submitted by the Agents of the Tramway
is

13
is altogether inadmissible; and though
the amount is trifling, a very
injurious precedent would be established,
were Government to allow it.

I have the honor to be,
Sir,

Your most obedient servant.

J. Anderson Lieut Colonel R.E.

Consulting Engineer for Railways

Madras
27th June
1867
(J.A.)

Public Works Department.

255

2064

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 10th July 1867

Read the following

From the *Cons Engineer*
for Railways (Here enter No. 188 dated 27th June 67)

The Government enquire
in opinion with the Consulting
Engineer for Railways that
the destruction of the small
bridge at the 10th 11th mile on
the Indian Railway Company
line from Arcanum to Con-
jeveram referred to in these
papers cannot be attributed
to the breaching of the
calingulak of the Gairindawady
Tank, and they decline to
authorize the payment of the
bill of Rs 186 which has been
submitted by the Agents and
Secretaries for the recon-
struction of the bridge.

N.

1186

To the Consulting Engineer
for Railways
Recd 2. 11/7/67

1st March 1867
11 Aug 1867
3rd Dec 1867

1186
1186
1186

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

2064-10th July 1867

Dated 27th June 1867.
Received 28th June 1867.

No. 188-
Recd: 2

It is hereby ordered
that the expenditure
of the Indian Railway Company
in the reconstruction of the
bridge at the 10th 11th mile
on the line from Arcanum to
Conjeveram be paid out of
the Public Works Department
Fund.

2064

2064

P. W. 1867. Department.

Pro: of Govt. for Supts
No. 2064

PROCEEDINGS OF GOVERNMENT.

Madras

Dated

10th July 1867

Declining the
payment of the bill of
Rs. 186, for the reconstruction
of the Bridge near the
10 mile of the Indian
Tramway Company.
line, from Arcot
to Conjevaram.

No. 252-253

c. 3. 2 July 1867 R. 57