

(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. 2348	Press Mis.
77-80	
Dated 3 8	1867 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department.
3rd August 1867.

No. 79. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 29th July 1867, No. 211:—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 23rd July 1867, No. 251.

Adverting to my letter of the 19th instant, No. 250, I have the honor to quote as follows from a communication of this date, No. 197, from the Traffic Manager:—

“The line at the 377th mile has been repaired, and the through working to “Beypoor resumed from the 22nd instant.”

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 25th July 1867, No. 256.

1. Adverting to my letters Nos. 250 and 251, dated respectively the 19th and 23rd instant, I have the honor to enclose copy of a communication,* received this
* No. 360, 25th July.

afternoon from the Acting Chief Engineer, furnishing particulars as to the recent interruption to our traffic on the western coast.

2. As you were good enough to accompany me to the scene of the accident, I do not deem it necessary to recapitulate the state of things as we found them, especially as Mr. Beresford Anderson's letter, under reference, enters fully into detail.

3. The result of the levels which are being taken will form a subject of discussion at a future date.

From the Acting Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 25th July 1867, No. 360

1. In continuation of my letter No. 358, of 19th instant, I have now to report that I reached the 378th mile, South-West Line, on the afternoon of the 20th instant, and found that the breach caused by the recent floods had been so far repaired as to admit of the passage across of the train in which I travelled. The line has been since thoroughly put in order, and no further interruption to the traffic has taken place.

2. The floods had subsided before my arrival on the western coast, but a careful examination of the line gives the following result:—

From 372 miles 40 chains to 375 miles 40 chains the waters rose above formation level, and in some places over the top of rails. No damage was, however, sustained either by permanent way or works.

From 377 miles 33 chains to 378 miles 7 chains the line was completely flooded. On the lowest portions to a depth of quite 3 feet, and from 377 miles 33 chains to 377 miles 50 chains all the ballast and a considerable quantity of the top of the embankment was washed away, leaving the rails and sleepers suspended over the gap.

2. Mr. Hardinge, the Engineer in temporary charge of the division, lost no time in proceeding to the place, and deserves the greatest credit for the prompt and energetic steps taken to repair the breach. Assisted by Inspectors Webb and Rabel, he worked day and night until the line was once more rendered safe for the passage of trains.

3. From 375 miles 40 chains to 382 miles 50 chains the line was flooded above formation level, but does not appear in any place to have had the rails submerged.

*Proceedings of the Madras Government, Public Works Department,
3rd August 1867.*

4 The flooding of the Railway is due to the extraordinary height to which the waters of the Ponany and Thoota rivers rose this season. The former runs parallel, and quite close to our line for several miles

5. I am having levels taken of the highest flood marks, with a view towards preparing an estimate for raising the line high enough to guard against any future risk of interruption to traffic. This I am in hopes may be effected without incurring any serious expenditure, as no increase of waterway will be requisite.

Submitted for the information of Government with reference to my letter No. 209, dated 22nd July 1867.

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

No. 80. ORDER THEREON, 3rd August 1867, No. 2,348.

RAILWAY, No. 3.

Ordered to be recorded.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

No. 257

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, 25 July 1867.

From

Robert. B. Clewin Esq.,
Agent and Manager, of the M. R. Co.

To

Lieut. Colonel J. C. Anderson, A. E.,
Consulting Engineer for Railways.

SIR,

Adverting to my letter of the 19th instant, No. 250, I have the honor to quote, as follows, from a communication of this date, No. 197, from the Traffic Managers.
"The Line at the 377th mile has been repaired, and the through working to Beypoor resumed from the 22nd instant."

I have the honor to be,
Sir,

Your most Obedient Servant

Walter F. Cooper
for Agent and Managers.

No 256

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE

Madras, 25th July 1867.

From

R. B. Ewin Esquire

Agent and Manager, M R C

To

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

Consulting Engineer for Railways.

SIR,

360. 25 July. Adverting to my letters Nos 250 and 251 dated respectively the 19th and 23rd instant, I have the honor to enclose copy of a communication received this afternoon from the Acting Chief Engineer, furnishing particulars as to the present interruption to our traffic on the Western Coast.

2 As you were good enough to accompany me to the scene of the accident, I do not deem it necessary to recapitulate the state of things as we found them, especially as Mr. Beresford Anderson's letter, under reference, enters fully into detail.

3 The result of the levels, which are being taken, will form a subject of discussion at a future date.

I have the honor to be

Your most obedient servant

R. B. Ewin
Agent and Manager.

From

MADRAS RAILWAY.

To

The Agent and Manager

The Consulting Engineer

for Railways

Dated 23rd July 1867
Recd 23rd July

No. 257.

Noting that the office of the 139th mile has been repaired, and the through traffic is kept to the 139th mile from the 23rd mile.

It was during Coffey's
Communication from the
Chief Engineer's Office
No 360, furnishing
details as to the recent
interruption of traffic
on the Western Coast.

Dated 25th July 1867
Recd - 26th
17/10/1867
No 256.

To
The Chief Engineer
for Railways

The Agent to the
Madras Railway

Madras Railway

No 360

Madras Railway Company,
Chief Engineer's Office,
Madras, 25th July 1867.

Dear Sir,

In continuation of my letter No 358 of
19th instant, I have now to report that I reached the
378th mile, South West Line on the afternoon of the
20th instant, and found that the breach caused by the
recent floods had been so far repaired as to admit of
the passage across of the train in which I travelled.
The line has been since thoroughly put in order and
no further interruption to the traffic has taken place.
The floods had subsided before my arrival
on the Western Coast but a careful examination of
the line gives the following result.

From 372 ms 40chs to 375 ms 40chs the
waters rose above formation level and in some places
over the top of rails. No damage was however sustained
either by permanent way or works.

From 377 ms 33chs to 378 ms 7chs the line
was completely flooded. On the lowest portions to a
depth of quite three feet, and from 377 ms 33chs to
377 ms 50chs all the ballast and a considerable quantity
of the top of the embankment was washed away, leaving
the rails and sleepers suspended over the gap.

Mr. Hardinge, the Engineer in temporary charge
of the Division, lost no time in proceeding to the place
and deserves the greatest credit for the prompt and
energetic steps taken to repair the breach. Assisted
by Inspectors Webb and Rabel, he worked day and
night until the line was once more rendered safe for
the passage of traffic.

From 375 ms 40chs to 382 ms 50chs the
line was flooded above formation level, but does not
appear in any place to have had the rails submerged.

The flooding of the Railway is due to the extraordinary height to which the waters of the Ponany and Thoota rivers rose this season. The former runs parallel and quite close to our line for several miles.

I am having levels taken of the highest flood marks with a view towards preparing an estimate for raising the line high enough to guard against any future risk of interruption to traffic. This I am in hopes may be effected without incurring any serious expenditure as no increase of waterway will be requisite.

Yours faithfully
Signed J. Beresford Anderson
Acting Chief Engineer

To
The Agent and Manager.

1 True Copy
J. B. Anderson
Agent and Manager

Comptroller

No. 211-

Submitted for the information of Government, with reference to my letter No 209 dated 22nd July/67-

Let at 22nd July/67

F. Anderson

Cons. Engr. for Railways.

CONSULTING ENGINEER'S OFFICE,
Madras, 29th July 1867.

To

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

RAILWAY DEPARTMENT.

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort St. George.

Dated

29th July

1867

Received

28th 6

Encl 3

No.

211

Ca. 3

Submitting a
letter from the Agent &
Manager of the M. R. Comp.
furnishing particulars
as to the recent inter-
ruption of traffic on
the Western Coast.

Recorded

W. C. S. P. R.

23/18-3 August 1867

218.23/18

Recorded

79-80

28/8/67

Spent at 8/10/67
30/10/67

to Mr. J. H. J. J. J.