M.R.O. 1—77,006—8-6-37.

(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. 95. Press ~~Mis.~~

197-198.

Dated 11 — 1 — 1867.

Not to be folded or roughly handled

No. 197. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 19th December 1866, No. 475 :—

Read the following letter from the Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 17th December 1866, No. 18.

1. I have the honor to report, that, on 15th December, I inspected the Indian Tramway Company's line from Arconum to Conjeveram, the Stations are in a fit state. The line from Arconum to Pulloor is in fair order, but the line is closed between Pulloor and Conjeveram.

2. The Consulting Engineer in his letter No. 1, dated 8th May 1865, to the Chief Secretary to Government, wrote as follows :—" One water course within 200 yards of the Station at Pullalore has been left for the present unbridged. Mr. Holloway informed me that a bridge of two spans on the Cortilliar bridge pattern is to be constructed there; but that in consequence of the supply from this water course being taken off by a new irrigation channel, the bridge was not a matter of importance. A glance at the map will, however, show that the drainage of a considerable tract of country must pass on to this point; and as the irrigation channel would, in all probability, be closed against high floods, I am of opinion that the security of the Tramway will be endangered, unless the proposed bridge be constructed before the setting in of the north-east monsoon." The proposed bridge has not been constructed, the work was postponed until the Resident Engineer should be advised as to the gauge of the line, whether it is to remain three feet six inches or be increased to five feet six inches. A portion of the water during the late rains passed under the line through seven iron pipes, each two feet in diameter, which were introduced as a temporary measure, thus the embankment was preserved, but the water that could not escape took a course parallel to the line, and passed through a breach in it, which was caused by the destruction of a three feet arched brick culvert, a few yards south of the Pulloor Station. The culvert was built by Government, the soil is sand, and the breach is forty-seven feet long.

3. It is proposed to build the bridge of two spans, each twenty-nine feet nine inches over the Pulloor river, and at the site of the breach to erect an iron girder bridge thirteen feet span in the clear, with granite abutments and stone floor.

4. On the 10th—11th mile the north abutment of a bridge of two spans of ten feet each was carried away by the water from the calingulah of the Govindavoo tank. The calingulah is about thirty-six feet long, the front wall is about four feet higher than the apron, in it were left two openings for shutters. After the water had been flowing at a depth of nine inches, for two or three days consecutively, over the calingulah with its sluices closed, the pier between the openings gave way, thus was formed a breach fifteen feet wide and four feet deep, the rush of water through it attacking the abutment and adjoining bank of the Tramway obliquely, caused their immediate destruction. The water for a considerable distance reached the formation level of the Tramway.

there; but that in consequence of the from

5. The bridge has brick abutments and is floored, it is timber topped, it should have been built on the skew; a new pier and abutment will be built so as to make it a bridge of three ten feet spans, the new spans will be floored.

6. At the fourteenth mile the north abutment of a ten feet opening settled so much that, as a precautionary measure, it was removed; it is proposed to make the opening thirteen feet, to span it by an iron girder and to floor it.

7. The Tramway passes through Swamy Naidoo's tank at Conjeveram; the tank is full, and the water up to formation level, so that a high wind would probably do much mischief by fretting away the ballast. The Resident Engineer proposes to lift the rails one foot along this part.

8. Several of the Government culverts under the Tramway having fallen in or seeming to be dangerous have been blocked up, I have not been informed whether the Superintending Engineer of the 4th Division sanctioned the measure or not.

9. The materials for the Pulloor bridge are on the spot, and a supply of granite, bricks, and chunam was most fortunately kept on hand, so that repairs were commenced as soon as the reports of the injury done to the works were received.

10. Mr. Holloway proposes to open through to Conjeveram on the 19th. Passengers will alight at Pulloor, but will enter another train beyond the first breach; a temporary bridge on piles will enable the train to pass over the breach on the eleventh mile, and the bridge at the fourteenth mile will be finished before that day.

11. I regret to state that a fatal accident occurred on or about the 4th instant at the Cortilliar bridge. The Government road near the bridge was at the time under water, and two women having climbed over the rails were walking on the Tramway bank, they both stood close to the iron fence till the train was near, when one of them losing her presence of mind tried to cross the line, her foot slipped, her head came in contact with one of the girders as she fell into the river, the engine was stopped immediately, and one of the firemen jumped into the river, said to have been ten feet deep, and brought out the body, on which an Inquest was held at Conjeveram. The other woman clung to the railings, and as there was twelve inches between them and the foot boards, she was not touched. The Resident Engineer has promised to send a copy of the Coroner's verdict, but no report has been made to this Office either of the fatal accident or of the stoppage of traffic.

Submitted for the information of Government.

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

No. 198. ORDER THEREON, 11th January 1867, No. 95.

RAILWAY, No. 10.

1. The attention of the Superintending Engineer of the 4th Division is drawn to paragraph 8.

2. A report of the accident referred to in paragraph 11 should have been made to the Consulting Engineer at the time of its occurrence. In future all

accidents, whether to persons or to trains, or to the way and works should be immediately made known to that Officer.

(True Extract.)

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

To the Consulting Engineer for Railways.
,, Superintending Engineer, 4th Division.

Railway Department

Consulting Engr's Office

No. 18.

From

Major W. N. D. Prendergast V.C. R.E.

Deputy Cons: Engr for Railways

To

Lieutt Colonel J. C. Anderson R.E.

Consulting Engr for Railways

Sir,

I have the honor to report that on 15th December I inspected the Indian Guaranteed Company's line from Arconum to Conjeveram. The Stations are in a fit state. The line from Arconum to Pulloor is in fair order but the line is closed between Pulloor and Conjeveram.

2. The Consulting Engineer in his letter No. 1 dated 8th May 1865 to the Chief Secretary to Government wrote as follows "one water course within 200 yards of the Station at Pullalore has been left for the present unbridged. Mr Holloway informed me that a bridge of two spans on the Cortilliar Bridge pattern is to be constructed there; but that in consequence of the supply from

from this watercourse being taken off by a new irrigation channel the bridge was not a matter of importance. A glance at the map will however show that the drainage of a con=siderable tract of country must pass on to this point; and as the irrigation channel would in all probability be closed against high floods, I am of opinion that the security of the tramway will be endangered, unless the proposed bridge be constructed before the setting in of the North East Monsoon."

The proposed bridge has not been constructed, the work was postponed until the Resident Engineer should be advised as to the guage of the line whether it is to remain 3'-6" or be increased to 5'-6". A portion of the water=during the late rains passed under the line thro' 7 iron pipes each 2 feet in diameter which were introduced as a temporary measure, thus the embankment was preserved but the water that could not escape took a course parallel to the line and passed thro' a breach in it which was caused by the destruction of a three feet arched brick culvert a few yards south of the Culloor Station. The culvert was built by Government, the soil is sand and the breach

is

is 47 feet long.

3. It is proposed to build the bridge of two spans each 29'-9" over the Pulloor River and at the site of the breach to erect an iron girder bridge 18 feet span in the clear with granite abutments and stone floor.

4. On the 10-11 mile the north abut=ment of a bridge of two spans of 10 feet each was carried away by the water from the Cali=gula of the Govindarao Tank. The Caliguda is about 36 feet long, the front wall is about four feet higher than the apron, in it were left two openings for shutters. After the water ha been flowing at a depth of 9" for two or three days consecutively over the Caliguda with its sluices closed the pier between the openings gave way thus was formed a breach 15 feet wide and 4 feet deep, the rush of water thro' it attacking the abutment and adjoining bank of the tramway obliquely caused their immediate destruction. The wate for a considerable distance reached the formation covered by the tramway.

5. The Bridge has brick abutments and is floored, it is timber topped, it should have been built on the skew, a new pier and abut=ment will be built so as to make it a bridge

of

of three 10 feet spans, the new spans will be floored.

6. At the 14th mile the north abut=ment of a ten feet opening settled so much that as a precautionary measure it was removed it is proposed to make the opening 13 feet to span it by an iron girder and to floor it.

7. The tramway passes thro' Swamy naidoo's tank at Conjeveram, the tank is full and the water up to formation level so that a high wind would probably do much mischief by fretting away the ballast. The Resident Engineer proposes to lift the rails one foot along this part.

8. Several of the Government culverts under the tramway having fallen in or seeming to be dangerous have been blocked up, I have not been informed whether the Superintending Engineer of the 4th Division sanctioned the measure or not.

9. The materials for the Pullaor Bridge are on the spot, and a supply of granite, bricks and chunam was most fortunately kept on hand so that repairs were commenced as soon as the reports of the injury done to the works were received.

10. Mr. Holloway proposes to open thro' to Conjeveram on the 19th. Passengers will alight at Pullaor but will enter another train beyond the 1st breach, a temporary bridge on piles will enable the train to pass over the breach on the 11th mile and the bridge at the 14th mile will be finished before that day.

11. I regret to state that a fatal accident occurred on or about the 4th instant at the Cortillier Bridge. The Government road near the Bridge was at the time under water and two women having climbed over the rails were walking on the tramway bank, they both stood close to the iron fence till the train was near when one of them losing her presence of mind tried to cross the line, her foot slipped, her head came in contact with one of the girders as she fell into the river, the engine was stopped immediately and one of the firemen jumped into the River said to have been 10 feet deep and brought out the body on which an inquest was held at Conjeveram. The other woman

clung

clung to the railings and as there was 12 inches between them and the footboards, she was not touched. The Resident Engineer has promised to send a copy of the Coroner's verdict but no report has been made to this office either of the fatal accident or of the stoppage of traffic.

Madras
17th December
1866

I have the honor to be,
Sir,
Your Most obedient Servant.

Major V.C.R.E.
Deputy Consg. Engr. for Railways.

No 475.

Submitted for the information of Government.

Madras
19th Octr/66.

J. C. Anderson. Lt Colt R.E.
Consulting Engineer for Railways.

1866. 3025

From
The Dy. Cons: Engr.
for Railways

To The Consulting Engr.
for Railways

Dated 17th
Rec'd 19th December 1866.

No. 18.

Inspection report of
the Indian Tramway Company's
line from Arconum to
Conjeveram.

Railways 22d May 65 N 83-84

Rec'd 1866 Dept
Sec'y to Govt for January
1866. 57/4

RAILWAY DEPARTMENT.

From

The Consg. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 19th Dec 1866.
Received 20

No. 475.

Enclosures, No.

Submitting for the information of Government, a Report of Inspection from Major Prendergast on the Tramway Company's line from Arconum to Conjeeveram.

Jan 1867

Ex. 3rd Jany 1867 Dr-Tno

R.O. No. 95 - 11th Jany 1867.

Public Works Department.

15

R.O. No. 95

PROCEEDINGS of the MADRAS GOVERNMENT

Under date the 11th January 1867.

Read the following

From the Consulting Engineer for Railways.

(Here enter No. 475 dated 19 Dec. 1866)

The attention of the
C. Engineer of the 4 Dv. is drawn
to Para 8.

A report of the acci-
-dent referred to in Para 11
should have been made to the
Consulting Engineer at the time
of its occurrence. — In future
all accidents, whether to persons or
to trains, or to the way and works
should be immediately made known
to that Officer.

Work

The Consg Engr for Railways √
Supg Engr 4 Dv √

21

Desp. 12 Jany 67

16

P. W. 186 /. Department.

Part of Govt for January

No. 95

PROCEEDINGS OF GOVERNMENT. of January

Dated 4th January 1864.

Passing orders on the report submitted by the Consg. Engr for Railways on Indian Tramway Co's Line from Arconum to Conjeeveram -

No 197 - 198

Indian Law 1864. B.T.M.