M.R.O. I—4,002—16-9-48.

(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. / B.P. No. 548-550.	906-907	Press / Mis.
Dated	22. 3.	1873.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 22nd March 1873.

No. 548. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th February 1873, No. 125:—

In submitting, for the sanction of Government, the accompanying plans and estimates for repairing the injuries sustained by the Carnatic Railway from Arconum to Conjeveram in November last, I regret to report that the line was again damaged by the heavy rains of the 3rd and 4th instant, and that traffic was suspended from the 4th to 10th instant. On the 7th instant the line was inspected by the Deputy Consulting Engineer, who reported that breaches had again occurred in three places, and that the temporary bridges and roadway had suffered considerably. The necessary repairs were completed by the 10th instant, and the line having been again inspected, sanction was given for the resumption of traffic.

2. The total amount expended in effecting the temporary repairs of the line is Rupees 4,163, which has been met from the Revenue Account.

3. The estimates now submitted provide for re-building the bridges which were destroyed, and for additional waterway where the recent floods have shown such to be necessary. The following extract from a letter of the Chief Engineer will explain how the estimates have been prepared:—

"In many cases I have increased the size of the openings, *e. g.*, making an opening 14 feet instead of 12 feet as formerly; I have not, however, called this additional work, as the cost will be practically the same, using as I do small girders which are on hand, and already issued to the work.

"Where additional and new waterway is proposed, I must explain that the quantity of water which passed over during the floods would require it. It has been decided upon by observation, without any calculation of drainage area, or question of rainfall, as in this case any attempt to reduce the matter to a rule would be quite useless."

4. With the enclosed letter the Agent of the Carnatic Railway forwards an extract from the Board of Directors, No. 42, dated 5th February 1873, with extract. urging upon Government the consideration of the incidence of the charges for restoring the line. In my letter to Government, No. 661, of 29th November 1872, I expressed an opinion that the whole cost of repairs should be charged to the Revenue Account. As, however, the present estimates provide for additional works and improvements, the cost of these, Rupees 1,026, will be rightly chargeable to Capital, the balance Rupees 3,696 being met out of Revenue. This will, I think, be in accordance with the views expressed by the Government of India in their orders marginally noted; and I have the honour to request that the estimates may be sanctioned, the charges being apportioned as herein specified.

No. 193-A. R., dated 15th March 1871.
,, 212-G. R., ,, 8th Feb. 1872.

5. The question of the sufficiency of waterway in the Corteliar bridge is still in abeyance, pending the receipt of information regarding the drainage area, which has been applied for from the District Engineers of North Arcot and Chingleput, and which will be placed at Mr. Dibblee's disposal when received.

6. As it is very desirable that these repairs should be effected before the occurrence of the annual festival at Conjeveram in May next, I have authorized

the Agent to proceed with the work in anticipation of the sanction of Government to the estimates, and subject to any orders which may be hereafter issued regarding the allocation of the charges.

I trust that this will meet with the approval of Government.

From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 5th February 1873, No. 42.

I REGRET to have to report, for the information of Government, that the line between Arconum and Conjeveram has again been so seriously damaged by flood as to render it impassable, and the traffic is in consequence again suspended.

2. It will be seen from the report of the Superintendent, dated 4th February 1873, No. 41, a copy of which is herewith submitted, that one chain of embankment on the 14th mile near the temporary bridge is washed away, and that the deviation on the 3rd mile had suffered considerably up to 4 o'clock yesterday, and may possibly by this time have been breached. The Chief Engineer proceeded to Arconum by the 7 o'clock train this morning.

3. With reference to the last paragraph of my letter, No. 640, dated the 26th November 1872, and your reply dated the 29th idem, No. 311, I have received a communication* from my Board, dated the 10th of January last, No. 1, in which reference is made to a despatch, dated India Office, London, 9th March 1864, Railway No. 17, to His Excellency the Governor General of India in Council, on the subject of the account to which the charges for the reparation of damages such as these should be placed, and as from the reports submitted† it would appear that the damage was to be attributed in a great measure to the defective construction and maintenance of the works connected with the tanks above our line, and as it would be manifestly unjust that the Company's Revenue Account should be subject to recurring charges of this nature, I trust on re-consideration you will no longer entertain the opinion expressed in your letter, dated 29th November, before referred to.

* *Vide* extract herewith.

† *Vide* my letter No. 25, dated 22nd January 1873.

4. I request, however, that you will be good enough to submit the whole question to the consideration of Government, with a view to an equitable arrangement being come to.

From A. LEA HAIR, Esq., Superintendent, to the Agent and Manager of the Carnatic Railway Company, dated Arconum, 4th February 1873, No. $\frac{2}{41}$.

I REGRET that I have to report the stoppage of traffic in consequence of injuries to the line.

2. It commenced to rain about 10 o'clock on Sunday evening, and has rained continuously up to the present time, 3-30 P.M.

3. One chain of embankment on the 14th mile "near the temporary bridge" is washed away, and the diversion on the 3rd mile has suffered very much, both inside and outside the sleeper ends are over the embankment, and the water is within 1 foot of the top, should it rise the whole will be carried away.

4. The 10 feet bridge below the diversion is threatened. I have taken steps that I hope will save it.

5. There are slips in all the new works. Should the weather clear up, the traffic can, I think, be resumed in three days.

6. The 6-30 A.M. train from Conjeveram did not run.

Extract from Board's letter, No. 1-73, *dated* 10*th January* 1873.

Charge of repairs upon Revenue.—The opinion of the Government Consulting Engineer in his letter No. 311, of 29th November 1872, is observed; but in reference to this I am desired

to call attention to the India Office despatch here named, wherein clause 11 specially decides the point how the cost of repairs is to be dealt with, namely:—"The cost of maintaining in a proper condition the works when completed must be charged to the Revenue Account; but if any extraordinary casualty should occur, such as the destruction of a bridge by flood, the case must be regarded as exceptional, and the cost of construction or replacement must be charged to Capital or Revenue, or divided between them, as may be deemed proper, according to the circumstances of the case."

India Office, London, dated 9th March 1864, Railway, No. 17.
To His Excellency the Governor General of India in Council.

No. 549. ORDER THEREON, 22nd March 1873, No. 906.

RAILWAY, No. 54.

THE action of the Consulting Engineer is approved, and the estimates are sanctioned. The question of the incidence of the charge will be forwarded for the consideration of the Government of India.

(True Extract.)
(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 550. (DOCKET No. 907, dated 22nd March 1873.)
COPY of the above forwarded to the Government of India.
(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Carnatic Railway Company, Limited,

AGENT'S AND MANAGER'S OFFICE,

MADRAS, Feby 5th 1873.

No 42.

From

J. T. Fisher Esqr

Agent & Manager

Carnatic Ry Co's

To

Capt Col. P.H. Ivatt Chief Engr R.C. &c &c

Commencing Engineer for Ry line

Trichinopoly

Sir

I regret to have to report for the information of Government that the line between the 6th and 7th mile Cuttapuram has again been completely interrupted by flood as to render it impassable, and the traffic is consequently again suspended.

I shall be able from the report of the Superintendent due Feby 6th 1873 to send a copy of which is herewith submitted that no extension of embankment on the 14th mile, near the temporary bridge is washed away, and that the deviation on the 3rd mile had suffered considerably up to 4 o'clock yesterday & may possibly by

this time have been breached the Chief Engineer proceeded to Arcoonum by the 7 o'clock train this morning.

With reference to the last paragraph of my letter No 640 dated the 26th Nov. 1872 and to your reply dated the 29th idem No 311, I have received a communication from my Board dated the 10th of Jany last No 1 in which reference is made to a dispatch dated India Office London 9th March 1864 Ry No 17 to H. E. the Governor General of India in Council on the subject of the account to which the charges for the reparation of damages such as these should be placed, and as from the reports submitted it would appear that the damage was to be attributed in a great measure to the defective construction and maintenance of the works connected with the Tanks above our line, such as it would be manifestly unjust that the Co. Revenue account should be subject to recurring charges of this nature I trust in reconsidering you will no longer entertain the opinion expressed in your letter

× vide ext transmitted.

× vide my letter No 25. Jany 24/73

3/72

dated 29th Nov. before referred to.

I request however that you will be good enough to submit the whole question to the consideration of Govt with a view to an equitable arrangement being come to.

I have the honor to be
Sir
Your most obd. Servt
for J. Fisher
Agent & Manager

From
The Agent & Manager
Carnatic Railway Co.

To
The Commissioner
for Railways
Dated 5th July 1873
2.30 p.m.

No. 42.

Reports that the Carnatic line has again suffered severe serious injuries & traffic has been suspended.

[illegible]/1320/73

35

Carnatic Railway Co.

No. 35/73

Arconum 4th February 1873.

J. J. Fisher Esqr.
Agent & Manager.
Carnatic Railway Co.
Madras

Dear Sir.

I regret that I have to report the stoppage of traffic, in consequence of injuries to the line.

It commenced to rain about 10 O'clock on Sunday evening, and has rained continuously up to the present time 3. 30. P. M.

One chain of embankment on the 14th Mile, "Near the temporary Bridge," is washed away. and the diversion on the 3rd miles has suffered very much, both inside and outside the sleeper ends are over the embankment, and the water is within 1 foot of the top should it raise the whole will be carried away.

The 10' Bridge below the Diversion is threatened I have taken steps, that I hope will save it.

There are slips in all the New works, should the weather clear up, the traffic can I think be resumed in three days.

The 6. 30. a. M. train from Conjeveram did not run.

I remain Sir
Your A. Leathart
Superintendent.

True Copy.
J. J. Fisher
Agent & Manager.

Extract from Board's letter No. 1/73 - dated 10 January 1873.

Charge of Repairs upon Revenue. The opinion of the Govt. Cons: Engineer in his letter No. 311 of 29th Nov. /72 is observed, but in reference to this I am desired to call attention to the India office despatch here named wherein clause 11 specially decides the point how the cost of repairs is to be dealt with, viz:-

India Office London 9 March /64
Railway No. 17.
To H. E. The Governor General of India in Council

"The cost maintaining "in a proper condition, the "works when completed — "must be charged to the Revenue a/c; but if any "extraordinary casualty should occur, such as "the destruction of a bridge by flood, the case "must be regarded as exceptional, and the cost "of construction or replacement must be charged "to capital or revenue, or divided between them, "as may be deemed proper, according to the cir- "-cumstances of the case."

A true Extract

Jos. T. Fisher
Agent & Manager.

13 A

Railway Department. CONSULTING ENGINEER'S OFFICE,

No. 125.

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I am submitting for the sanction of Government the accompanying plans and estimates for repairing the injuries sustained by the Carnatic Railway from Accidents to Conveyance in November last, I regret to report that the line was again damaged by the heavy rains of the 3d and 4th instant, and that traffic was suspended from the 4th to 10th instant. On the 7th instant the line was inspected by the Deputy Consulting Engineer who reported that breaches had again occurred in three places, and that the temporary bridges and roadway had

22 March 73
3 Ry. 576

had suffered considerably. The necessary repairs were completed by the 10th instant, and the line having been again inspected, sanction was given for the resumption of traffic.

2. The total amount expended in effecting the temporary repairs of the line is £4,163, which has been met from the Revenue account.

3. The estimates now submitted provide for rebuilding the bridges which were destroyed, and for additional waterway, where the recent floods have shewn such to be necessary. The following extract from a letter of the Chief Engineer will explain how the estimates have been prepared:—

"In many cases I have increased
"the size of the openings, e.g. making
"an opening 14 feet instead of 12 feet
as
as formerly; I have not however,
"called this additional work, as the
"cost will be practically the same, using
"as I do small girders which are on
"hand, and already issued to the
"work."

"Where additional and
"new waterway is proposed I
"must explain that the quantity
"of water which passed over during
"the floods named requires it. It has
"been decided upon by observation,
"without any calculation of drainage
"area, or question of rainfall, as in
"this case any attempt to reduce the
"matter to a rule, would be quite
"useless."

No 42.
6 Feby. 1873
with extract.

4. With the enclosed letter the agent of the Carnatic Railway forwards an extract from the Board of Directors, urging upon Government the consideration of the

incidence of the charges for restoring the lines. In my letter to Government No 661 of 29 November 1872, I expressed an opinion that the whole cost of repairs should be charged to the Revenue account. As, however, the present estimates provide for additional works and improvements, the cost of these, Rs 1026, will be rightly chargeable to Capital; the balance Rs 3696, being met out of Revenue. This will, I think, be in accordance with the views expressed by the Government of India, in their orders marginally noted[x]; and I have the honour to request that the estimates may be sanctioned, the charges being apportioned as herein specified.

[x] No 193. A 15 March
No 212. C 8 Febry

6. The question of the sufficiency of waterway in the Cortelliar bridge is still in abeyance, pending the receipt of information regarding the drainage area, which has been applied for from the District Engineer of North Arcot and Chingleput, and which will be placed at Mr. Dibblee's disposal when received.

6. As it is very desirable that these repairs should be effected before the occurrence of the annual festival at Conjeveram in May next, I have authorized the Agent to proceed with the work in anticipation of the sanction of Government to the estimates, and subject to any orders which may be hereafter issued regarding the allocation of the charges.

I trust that this will meet with the approval of Government.

I have the honour to be
Sir
Your most obedient servant
W. Mewburn Lt. Col R.E.
Con. Engineer for Railways

Madras
February 1873

P.W.D.

No. 906

Proceedings of the Madras Government

Under date the 7th Mar/73

Read the following

From the Consulting Engr for Railways — (H.E. No. 125 of 27th Feb/73)

The action of the Consulting Engineer is approved, and the Estimates are sanctioned.

The question of the incidence of the charge will be forwarded for the consideration of the Government of India.

Docket No 907/1

Copy of the above forwarded to the Govt of India

H. Gunn

28

To the Engineer
Cuddalore

Desp 25/3/73.

Desp 25/3/73

Rec'd Proceedings 7th Mar/73
" 26th Feb/73 — 4 Nos.
" 8th January/73 — 24 Nos.

No. 1323 of 1873

RAILWAY DEPARTMENT.

From

The Consulting Engineer for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 27th Feb 1873
Recd. 28th Feb 1873

No. 125.

Submitting for the sanction of Government the Estimates for the construction of the following Railway extensions from Cuddalore Port Railway Station to the Harbour and Town of Cuddalore.

Rs. 5548.

Encl. Nos. 1 to 6.

Encl. No. 1 to 906-907-22 "Multi"

Ck/1370

Govt. of [1873] Madras.

PUBLIC WORKS.

To The Consulting Engr.
for Railways

Dated

Rec'd. Encl.

G. O. 22 dt. 1873 906-907.

Nos. 548-57, 98-58

Carnatic Railway. Rec.

If the Engr. in Chief
authorized the prosecution
of the Lines of the line
between Arconum and
Conjeveram, approved,
the Estimates for the
work, sanctioned,
Question of the incidence
of the Charge should be
left for the consideration

G.O. 548. 50.

Chingleput